

Top Award Winners Selected



TOMBACH



BYRNES



KILLIAN



HAGER

3 Cadets, 2 Seniors Honored

By H. ROSS MILLER

WASHINGTON—Two seniors and three cadets— from West Virginia, Texas, California, and Louisiana— have been named in national competition as winners of the 1959 Col. D. Harold Byrd Leadership Awards and General Dynamics Corp. Engineering Scholarships.

Brig. Gen. Stephen D. McElroy, National Commander, said the Byrd Award selectees are:

- Col. H. Leon Hager, West Virginia Wing commander.
- Maj. W. E. Killian, executive officer of Group 3, Texas Wing, San Angelo.

- Cadet Maj. Joe W. Barnhart Jr., Harlingen Cadet Squadron, Harlingen, Tex. (See personality cartoon, page 4).

The National Merit Foundation announced winners of the full four-year scholarships are:

- Cadet Lt. Ivar H. Tombach, Rolling Hills, Calif., cadet commander of Long Beach Squadron 93.

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IACE Escorts, Cadets Listed

By JACK FORBES

WASHINGTON—Final assignment of cadets and escorts to 20 foreign countries participating in the CAP-IACE program has been completed. One major development was the withdrawal of West Germany from this summer's program, due to a reported financial problem. This has caused the CAP contingent to

Names, Page 13

be reduced by five cadets and one escort officer.

IACE cadets and escorts scheduled for Europe are to arrive at Bolling AFB, Washington, D.C., July 12. The following day will be devoted to processing and briefings. These exchange participants

(See CADET, Page 13)

Boards Hold Annual Meet

COLORADO SPRINGS, Colo.—Sessions of Civil Air Patrol's National Board and National Executive Board were in progress here at presstime, with corporation officials from throughout the U.S. and Puerto Rico assembled in the Antlers Hotel.

Wing commanders who make up the National Board and meet once annually were considering a 63-page agenda. The NEB docket was a page shorter. CAP finances were aired at a meeting of the national finance committee the opening day.

The parleys were scheduled to be highlighted by selection of a new national chairman and possibly other changes in officials. General Carl "Tooley" Spaatz, present chairman, earlier indicated the Colorado assembly would be his last in that post.

Radio Band Change Set

MIAMI BEACH, Fla.—Members of the National Commander's Communications Committee voted unanimously to approve a temporary shift of HF radio channel allocations, during their two-day conference here. (See background in "Station Call," page 11.)

The change is expected to offer better overall effectiveness. At the same time, plans for a more equitable distribution of frequencies to CAP were drafted. They will be presented to Hq. USAF and the Federal Communications Commission through the usual staff channels.

Recommended reallocations follow:

- Northeast and Southeast Regions to use 2374 and 4467.5 Kcs.
- Great Lakes, Southwest and Rocky Mountain Regions to use 2374 and 4507.5 Kcs.
- Middle East, North Central and Pacific to use 2374 and 4585 Kcs.

The committee recommended that allocation changes become effective May 1 for all regions excepting Rocky Mountain Region. Effective date of the change in this region would be advanced to June 1.

Principles and policies of a mod- (See RADIO, Page 11)

Happy Hobby



FREE TIME HELP is given AF recruiters by Cadet Jo Ann Glenn, left, here assisting Capt. Kenn Early, USAF Res., auxiliary recruiter, in an interview with Martha Perrin, who is interested in qualification requirements for the Womens Air Force officer candidate school. (Chattanooga NEWS-PRESS photo by Delmont Wilson.) (See Story, Page 2.)

Seniors Urged to Take Active Part in Training

By JIM VESSELLS

FORT LAUDERDALE, Fla.— Making his first appearance before a Civil Air Patrol regional conference, Brig. Gen. Stephen D. McElroy, National Commander, declared success of the auxiliary's air education for youth mission depends on well-trained, enthusiastic seniors.

The general addressed over 400 members attending the Southeastern Region assembly held in the Galt Ocean Mile and Beach Club hotels here.

"I have been asked many times," he told the group, "which (the senior or the cadet and youth education program) is the most important. Let me state that the

primary mission of CAP is the aviation education program for training and motivation of our youth for a future in the aerospace age.

"Unless this mission is fulfilled, this country cannot fully carry out its future position as a nation. Let me state very definitely that this mission cannot be accomplished without well-trained, enthusiastic seniors. The two missions are inseparable. One must provide the leadership and motivation for the other."

Unable to attend opening conference activities because of a conflict with the World Congress of Flight at Las Vegas, General McElroy flew here for the later sessions in a T-33 jet from the

(See ACTIVE, Page 23)

Encampment Plans Ready

WASHINGTON — More than 10,600 cadets, both male and female, will take part in this summer's wing encampment program.

They will be guests of the airmen and officers of 39 Air Force bases of 12 major air commands during encampment periods ranging as early as June 6 and as late as Aug. 30.

Strategic Air Command will be the "Host with the Most" this year. Eleven SAC bases will conduct 14 encampments for 2815 cadets of 15 wings.

Dyed-in-the-wool Southerners stationed at ConAC's Grenier AFB, New Hampshire, might just as well pack up and go home on leave between June 20 and July 3, because they sure will be outnumbered by you-know-what-kind of Yankees.

MORE THAN 1000 New England CAP cadets are scheduled to move en masse to Grenier during that two-week period. They are members of CAP's Connecticut, Massachusetts, New Hampshire, Rhode Island and Vermont Wings. It will be the largest single encampment held this summer.

California has planned the largest cadet encampment program this year. It has scheduled four Air Force base stays for 800 of its

(See ENCAMPMENT, Page 20)

Nova-Tech Establishes New Award

MANHATTAN BEACH, Calif. — An annual award honoring outstanding assistance by Radio Communicators has been established by Nova-Tech, Inc., of Manhattan Beach. "The Man Behind the Mike" will be selected each year from entries submitted by the over half-million pilots throughout the country for the most outstanding assistance given a pilot in distress by a radio operator.

"The ground-based Radio Communicator is the key to all radio aids," said Sidney Held, President of Nova-Tech, Inc. "He is frequently the 'forgotten man' who supplies the vital link between airmen and the vast network of aids available on the ground. We have established this annual 'Man Behind the Mike' award not only to honor an outstanding contribution to aircraft rescue, but also to call attention to the day-by-day assistance given all airmen by the Radio Communicators."

THE NEW Award is open to all tower, airways or GCA operators and smaller airport managers who use the service.

Entries will be received from prominent judges from entries received during 1959. The pilot who submits the winning information will receive a \$50 bond.

"Whenever a ground-based radio operator helps a pilot out of a dangerous situation, we want to know about it," said Mr. Held. "We will compile a list of these outstanding radio rescues and submit them to a panel of judges at the end of the year. After a winner is picked, the details of his exploit will be released to the public together with the award and Honorary Pilot status."

"As a private pilot myself, I have already received many valuable assists from 'The Man Behind the Mike.' I am sure that other pilots have had even more outstanding experiences to relate. Your letter may be the one that will be responsible for honoring the man on the ground who kept you out of trouble."

Entries should be mailed to "Man Behind the Mike," Nova-Tech, Inc., 1721 Sepulveda Boulevard, Manhattan Beach, California.

Fargo to Duluth Carrier Service

FARGO, N. D. — CAP Member Duane Strand, president of Air Activities, Inc., Hector Airport, Fargo, has announced Northern Airlines will inaugurate carrier service between here and Duluth, Minnesota. The airline, a division of Air Activities, already serves Fargo, Grand Forks, Minot, Williston, and Bismarck. A number of employees of Air Activities are also members of the North Dakota wing.

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CHANGE OF ADDRESS

Please use form on Page 22. It will speed your change of address.

Oh, for the Wings



TOO TIRED to think about soloing now, fledgling aviatrix Cyd Glenn is the third generation in a family of CAP pilots. Her mother, Capt. Jo Ann Glenn, was a member of the NYC Gp., and is working toward her wings. Her father, Capt. Joe Glenn, was a member of the NYC Gp., and is working toward her wings. Her grandmother, Maj. Sid Birns, Grandmother is better known as S/M Rose Follender; and Grandpa, Lt. Col. Otto Follender, is the NYC Gp. commander. Cyd's sister-in-law, Pat, is a cadet in the NYC Gp., and is working toward her wings.

Too Young to Enlist, She Helps Recruiters

CHATTANOOGA, Tenn.—Cadet Jo Ann Glenn is too young to join the Women's Air Force. She won't be 18 until next October, but that hasn't stopped her from volunteering, anyway.

For several months, Jo Ann has been working in the AF recruiting office here, even though . . . officially . . . she is still a senior at Central High School.

Brazil Plans CAP-Like Unit

RIO DE JANEIRO, Brazil. — Formation of a national aviation organization similar to Civil Air Patrol is under study in Brazil, Col. William L. Gibbons, USAF, Air Attache at the U.S. Embassy here, reported.

Involved in the proposal are Ademar Vidal, adviser to the President of Brazil; Dr. Assis Chateaubriand, owner of Brazilian newspapers and TV stations; and Lt. Antonio Faria, of the Brazilian Air Force. Six articles on the adoption of such an organization have appeared in the press here. Its formation has not yet received the official sanction of the Brazilian Air Force.

The 1957 Latin-American planning conference for the International Air Cadet Exchange in which Brazil participates was held here. Brazilian Air Force officials also recently requested information on the U.S. organization from CAP National Headquarters in Washington.

She is still a senior at Central High School.

Cadet Glenn, a member of Chattanooga Composite Squadron, also finds time to be cadet information services officer. In that job she gathers, writes and edits CAP news for the squadron. Television and radio appearances in the interests of CAP and USAF recruitment are routine work.

Besides interviewing applicants for the WAF, the cadet volunteer assists with the recruiting office's administrative work, such as typing and filing.

She actively promotes Recruiting's advertising and publicity programs by making "face to face" contacts with merchants for window displays.

BECAUSE of her untiring efforts, Cadet Glenn was recently named "Cadet of the Month" by her squadron. She also was invited to attend the Southeast Regional ISO conference here, with AF Recruiters TSgt. M. L. Deal and TSgt. B. M. Davis.

Jo Ann helped organize three new squadrons in Tennessee . . . a cadet squadron in Cleveland, another cadet squadron in Spring City and a composite squadron in Dayton.

When Group 3 held its Military Ball in this city recently, Cadet Glenn was the official hostess.

She's a member of the Chattanooga Squadron's All-Girl Drill Team, which took top honors in a Group 3 competition held earlier this year at Tullahoma.

When the calendar turns over to October, Cadet Glenn is prepared to recruit herself into the WAF.

Cadets Get Chance At New Scholarship

WASHINGTON — Beginning this fall, the CAP Aeronautical Engineering Scholarship will be made available to cadets. It is one of the scholarships authorized by the National Executive Board, and will be supported by corporation funds.

The award is for a four-year period, in the amount of \$1000 per year, and may be used at any accredited college that offers a recognized degree in aeronautical engineering.

General requirements for candidates have been established. They are:

- Character. Candidate must be of excellent moral character.

- Education. Should be graduated, or about to be graduated during the current academic year, from a secondary school. Records should show successful completion of these minimum units of work, normally required for entrance to most engineering colleges . . . 15 units including Algebra—2 units (1½ units usually will satisfy this requirement); Plane Geometry—1 unit; Trigonometry—½ unit; English—3 units; Electives—7½ units; Physics—1 unit. Recommended electives are Chemistry—1 unit; Solid Geometry—1 unit; and History—1 unit. Credit in these three subjects might be the deciding factor in a candidate's nomination.

- Civil Air Patrol Achievement. Must have qualified for a Certificate of Proficiency.

IN ADDITION to these general requirements, candidates must provide such supporting data as a list of extra-curricular activities in which he has participated, and enumerate hobbies in which he feels he has the greatest talent.

Further, the applicant must submit letters of recommendation from his high school teacher or principal; his squadron chaplain or his minister, pastor or rabbi; one prominent citizen in his community, such as a doctor, banker, engineer, businessman, lawyer, or an officer or non-commissioned officer of the armed forces.

The candidate also is required to submit a transcript of credits he has earned in a secondary school, as well as a statement of acceptance for admission from an accredited college.

Scholarship candidates must meet college entrance requirements and further qualify by completing the regular one-day series of tests given by the College Entrance Examination Board. Application for these tests may be made through:

College Entrance Examination Board, 20 Nassau St., P.O. Box 592, Princeton, N.J. (Residents of Ariz., Calif., Idaho, Mont., Nev., N. Mex., Ore., Utah, Wash., and Wyo. should apply to the College Entrance Ex-

amination Board at P.O. Box 27896, Los Angeles 27, Calif.

CADETS INTERESTED in applying for the scholarship should take the following steps:

- Apply for admission to a college offering an accredited aeronautical engineering degree.

- Make arrangements, on own initiative, to take the tests and request verification from their respective colleges whether or not they are eligible for admission by the first week in July 1959.

All applicants eligible for admission to an engineering college will be considered. Supporting data must be submitted to the applicant's squadron commander. Results of the entrance examination, along with the name and location of the college selected, must accompany the supporting data. Candidates should request that results of their CEEB tests be forwarded to National Headquarters Civil Air Patrol, Bolling AFB, 25, D.C.

WHEN SQUADRON commanders receive an application from a cadet, the information will be transmitted to the wing commander by letter in which the candidate's leadership qualities and his standing compared to other cadets in the unit will be stated.

Wing commanders will select the most deserving applicant, and forward his forms to National Headquarters prior to July 1, 1959.

Before July 15, one candidate will be selected by CAP Headquarters officials to receive the scholarship. In the event of identical ratings, final decision will be based upon personal interviews at National, before a selection board.

A condition of the scholarship award is that the recipient must maintain an academic standard of work acceptable to the college he attends. If he fails to do this, the scholarship will be cancelled.

Mankato Starts Rescue Squad

MANKATO, Minn. — Finishing touches are being applied to the equipment of the newly trained rescue squad of the local CAP squadron.

Mankato's new CAP rescue unit will have a rescue truck and two airplanes available to assist in any local emergency.

Organizer of Mankato's new rescue unit is 1st Lt. Sumner T. Scott, Jr., commander of the local CAP squadron.

Liaison Officers Given Donable Property Card

WASHINGTON—A new donable property authorization and identification card has been issued by CAP-USAF headquarters to all regional and wing liaison and assistant liaison officers.

The card, which will be strictly controlled by headquarters, gives the L/Os authority to screen and request donable property. It is a CAP-USAF form, replacing the old AG form 14.

Future L/Os and assistant L/Os will receive their new property authorization identification cards when they report to headquarters for their initial briefings.

Material officials at CAP-USAF headquarters point out that only

active duty USAF liaison personnel are authorized to sign applications for donation (Form 13) and receipt for donable property for CAP from government agencies.

This authority does not extend to CAP members themselves. However, through local arrangements, designated CAP members may assist in screening available property at a nearby military disposal activity.

CAP, incidentally, does not receive any donable property directly from any government agency except the Defense Department. Property from other agencies must be transferred to the Air Force before it can be acquired by CAP.



DISTINGUISHED service while CAP National Commander has won a second Legion of Merit for Maj. Gen. Walter R. Agee, right. He is shown during retirement ceremonies at Mitchel AFB, N.Y. With General Agee, from left, Gen. Carl A. Spatz, (USAF, Ret.) of Washington, CAP national chairman; Lt. Gen. William E. Hall, USAF, commander, Continental Air Command; and Col. D. Harold Byrd, Dallas, vice-chairman of the National Executive Board.

Annual Report Shows Increase in Capability.

By IRV RIPPS

WASHINGTON — Civil Air Patrol's increased capability to conduct search and rescue and other operational missions during 1958 was the result of an expanding aircraft inventory. Counting USAF-authorized missions alone, CAP aircrews flew 13,343 hours during the year, amounting to 7401 sorties. Such flights were made in response to search and rescue requests from county, state and federal agencies.

These and other pertinent facts are contained in Civil Air Patrol's 1958 annual report to Congress. The report was to go to Capitol Hill after approval by wing commanders at the National Board meeting held at Colorado Springs.

According to the report corporate operationally-ready aircraft went up from 741 to 780. An additional 111 aircraft were in the inventory at year's end, but listed as being out-of-commission. While the aircraft inventory went up, the additional planes did not match the growing number being lost through over age.

Prospects for aircraft replacement are dim, according to the report, because of shortage of funds and scarcity of parts. The CAP member-owned planes — 3670 in number — give a brighter picture, the report says and should an emergency threaten the public welfare CAP can depend on these aircraft to handle the emergency.

OTHER THAN aircraft parts, the general supply situation looked favorable during the year. Through Department of Defense channels CAP received 8849 separate line items of property. The report mentions communications equipment, office supplies, field equipment, 1000 vehicles and 31 L-17 aircraft with 20 serviceable spare engines.

CAP's 1958 aircraft accident rate compared favorably with the nation's overall light plane accident rate. The report says CAP closed out the year with a rate of 1 to 18 in contrast to a national rate of 1 to 15. Chief accident factor was pilot error.

Thirty-eight wings and 19 groups were tested during 1958 by USAF for wartime capability to handle domestic emergencies as well as search and rescue. According to the report, a growing number of CAP wings are being

named task organizations in state emergency plans.

Gains are reported in the number of licensed CAP radio stations. The year-end total of 10,944 facilities indicated 544 more stations than in 1957. Fully two-thirds of the gain, the report states, was in added mobility. A growing shift to VHF operation is also noted. The overall gain in radio facilities, it is pointed out, took place in spite of the elimination of over 2000 stations from the network due to inactivity or violating FCC or CAP regulations.

PERSONNEL strength slid from 74,360 to 70,322 seniors and cadets. The report noted an increase in female cadets, however, from 6404 to 7190. Senior strength dropped from 39,752 to 37,357. The cadet loss numbered 1643.

The report says that National Headquarters attributes the drop in personnel largely to a tightening up of elimination procedures affecting undesirable members.

A greater number of composite squadrons is reported for the year, giving a total of 1975 CAP units in contrast to 1957's total of 1754.

The senior training program was revised to cut down classroom attendance in the indoctrination and general training phases in favor of home study. Formal instruction on unit operations was emphasized. The lack of trained staff personnel, the report states, remains a problem. Hope is seen in a greater number of military reservists helping out in training programs as a result of CAP's new affiliation with ConAC.

Thirty-seven AF bases and two Naval air stations conducted 47 encampments that accommodated 9500 cadets during the summer months. The certificate of proficiency was awarded to 1590 cadets, 210 less than were given out in 1957.

PROGRESS is reported in the aviation education field. A considerable amount of workshop activity was conducted throughout the country. The number of schools participating in the coordinated CAP-High School aviation education program increased to over 350. Distribution of the six aviation education texts reached a total of over 271,000 copies. A seventh text, dealing with space education, was being readied for publication in 1959.

Tri-State Forest Fire Patrols Flown by Massachusetts Unit

GREENFIELD, Mass.—Aerial observation in control of forest fires on an assigned mission basis became a regular duty of Group 2 after a recent agreement with area fire officials. The arrangement placed CAP on standby alert for the Tri-State Fire Mutual Aid system. This includes 36 member departments. It constitutes what is believed to be the largest cooperative venture of its kind ever put in operation.

The coalition makes the local CAP plane, pilots and observers available to the chief of any member fire department for aerial reconnaissance of outdoor fires in his general area. Flying observers are put in direct contact with every base, mobile and portable radio in the network.

Final details, including arrangements for direct radio contact between plane and ground units and marking of surface vehicles for aerial identification, were completed and voted at a recent Tri-State annual dinner.

Tests proved the feasibility of direct communications between the CAP plane and ground fire units as well as the plane's utility in spotting outbreaks and keeping track of fire progress.

Under the plan, any member chief can request aerial assistance through the Tri-State headquarters dispatch center in Greenfield, which in turn alerts CAP Group 2 headquarters.

PORTABLE radios on the Tri-State network frequency, converted with earphones and power supplies so they can be used in the plane, have been made available to CAP to permit direct communication. Eight towns have adapted their portables and others are expected to follow suit.

The pilot and observer assigned to the mission pick up a radio at the nearest fire station. They report for instructions from the fire officer in charge as soon as the plane is airborne and approaching the target. The plane remains under his control throughout the operation.

The Federal Communications Commission has authorized a designation, Airborne 50, for use by the aircraft. Additional designations upward by single numbers have been reserved in case additional planes should be utilized.

All missions flown as a result of the through-channels alert will be designated as official CAP missions, according to Group 2 commander Lt. Col. William J. Peloskey.

Preliminary pilot briefing involv-

ed classes in fire terminology, network procedure, types of fires and orientation in maps used by fire personnel. An alert list of avail-

able pilots and observers is being prepared.

Ground planning included provisions for a deck cover on each fire vehicle bearing the unit's radio call numbers to be unrolled at the scene for quick identification from the air.

A special power supply service was installed in the plane to accommodate the portable radio units and eliminate battery weight. An outside antenna coupling had to be devised.

The coordination of units resulted from a plan devised by Capt. Harold Crouse, Group 2 Air Inspector, and members of the Gill Fire Department. They include Chief Stanley Kozik, Capt. Francis Remillard, as well as members of the Millers Falls Fire Department, of which Capt. Crouse is a member.

OTHERS included in the original planning and testing were: Maj. Carle Ellis and S/M Walter Fairbrother, CAP radio officers; Greenfield Fire Chief Stephen Zanieski, then Tri-State president, and Dep. Edmond F. Tetreault, secretary; and District Fire Warden William Bennett.

Additional tests are to be conducted from time to time to acquaint all pilots and radio operators with the Tri-State frequency as compared to CAP radio, and to accurately determine the operating strength of the airborne radio from all parts of the Mutual Aid System.

Neighboring CAP units have indicated they are interested in the program and may extend the cooperative enterprise into their respective areas.

Mather Unit Cites Raitz For Service

MATHER AFB, Calif.—Civil Air Patrol command pilot wings and a letter of appreciation for three years' work with CAP were presented recently to Air Force TSgt. Kenneth R. Raitz, during a formal dinner ceremony held at the Officers Club here.

A member of the Headquarters Squadron, 3535th Air Base Group, Raitz contributed more than 2600 hours' flying time to the Mather Cadet Squadron, in which he has served as operations officer. He is a warrant officer in the Civil Air Patrol.

During his tour here, Sergeant Raitz's main interests off duty have been CAP and flying. As a light plane pilot he is qualified in the three types of planes used by the Mather Aero Club, to which he belongs. Raitz is checked out in 38 varieties of light aircraft.

The sergeant got his pilot's license after he returned to civilian life following three years' service with the Marine Corps. He later was employed by an aircraft company in the state of Washington. In 1952, Raitz enlisted in the Air Force.

Capt. Charles E. Wilfong, Mather Cadet Squadron commander, cited Sergeant Raitz for his personal interest in CAP and his contributions made during long hours of work in what would have ordinarily been leisure time.

Present at the dinner were 42 cadets and 17 senior members from Mather Squadron, as well as Capt. John Sellers, staff operations officer, Sacramento Valley Group No. 4, and Raitz's AF squadron commander, Capt. Fred Freeman.

Cadet Exchange Plans Mapped at Spain Meet

MADRID, Spain—Final arrangements for the 1959 International Air Cadet Exchange were completed here by CAP and representatives of 14 participating European and Middle East nations. Brig. Gen. Stephen D. McElroy, new CAP national commander, and Col. Paul W. Turner, Southeast region commander, led the CAP delegation at the parley.

General McElroy drew a spontaneous round of applause at the opening session of the international meeting when he made a 10-minute speech in Spanish.

He thanked his hosts for their hospitality, and mentioned his visit to Spain's newly-dedicated memorial to its Civil War dead, the Valley of the Fallen. The general

noted that "America still owes a great debt to Spain and her great captains. We can't forget the decisive Spanish action and influence on the historic constitution of the United States."

The CAP commander learned the language in a former assignment when he was chief of the military aviation mission to Guatemala.

Lt. Col. Harold A. Wicklund and Maj. John R. McGill of National Headquarters presented a proposed program for the 1960 exchange.

This proposal was presented at the 1959 conference to allow European and Middle East countries ample time to comment and offer additional suggestions before completion of the plan next fall.

New Chaplain



REPORTING to National Headquarters for duty as Deputy National Air Chaplain, (Maj.) Leonard W. Scannell is a priest in the Diocese of Columbus, Ohio. He was last assigned to the 11th Air Division in Alaska, as Deputy Divisional Chaplain. Chaplain Scannell was called to active duty from a missionary post with the Eskimos in the Canadian Arctic, and accompanied the first American troops to leave for duty in Greenland prior to Pearl Harbor.

Civil Air Patrol Times

Top Cadet

By Charles J. Wood

The Civil Air Patrol Times is an authorized publication of the Civil Air Patrol, a private benevolent corporation, and an auxiliary of the USAF, existing under, and by virtue of, acts of the Congress of the United States—Public Law 476, 79th Congress, Chapter 527, 2nd Session, July 1, 1946 (36 U.S.C. 201-208) and Public Law 557, 80th Congress, Chapter 349, 2nd Session, May 26, 1948, as amended, (5 U.S.C. 626, 1 & m). Opinions expressed herein do not necessarily represent those of the U. S. government or any of its departments or agencies.

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National Commander Brig. Gen. Stephen D. McElroy, USAF
 Chief of Information Services Maj. James W. Hickman, USAF
 Editor MSgt. Millard A. Van Deusen, USAF

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I Accept

TUESDAY the 31st of March was an important day in Civil Air Patrol history. On that day at Mitchel AFB, Headquarters of the Continental Air Command, several senior ConAC officers, including your former Commander, Maj. Gen. Walter R. Agee, were honored. Lt. Gen. William E. Hall, his commanders and major staff with the retiring officers accepted the parade and review. These ConAC Commanders represented the 4th, 10th and 14th Air Forces and the Civil Air Patrol. Behind the commanders were their massed flags and the organizational standards, including the standard of the CAP. Troops provided by Headquarters ConAC passed in review, including two smartly performing flights of cadets from the New York Wing.



McELROY

Two things particularly impressed me. First of all, in this ceremony for the first time in Civil Air Patrol history, our standard, our commander and our troops were integrated as a part of General Hall's Continental Air Command. No longer is Civil Air Patrol and its National Headquarters a small appendage to Headquarters, USAF, but has now taken its place as a member of a proud and effective major air command. We are now a member of a large organization with a competent and knowledgeable staff able to assist us in the solution of our problems.

The second important impression which I received was an awareness of the responsibilities which had suddenly come to rest upon my shoulders with the retirement of General Agee. During his tenure as National Commander, General Agee has made many important decisions and contributions and instituted actions and policies that have advanced Civil Air Patrol and enhanced its prestige. He has emphasized the importance of the youth aviation education program and promoted our cadet training activities to a high degree. General Agee's many accomplishments present a real challenge to me.

A command position is the most highly prized assignment that an officer can have. It is jealously guarded and carries with it the heavy responsibilities for the efficient and effective execution of the mission assigned to the organization. During the past three months I have spent much of my time becoming familiar with our mission, our organization, our resources and our people. I have met and talked with Civil Air Patrol personnel from Regional Commanders to newly assigned cadets at flight level.

I believe wholeheartedly in the mission of the Civil Air Patrol; I believe wholeheartedly in the support and backing of the Continental Air Command and the United States Air Force. Most of all, if the people of Civil Air Patrol whom I have met in these past months, represent the Civil Air Patrol across the Nation, then I know that I will have the support of hardworking, dedicated people and I believe in them. With these facts in mind and considering the proud history of Civil Air Patrol and the enviable record of your past commander, I cheerfully and unhesitatingly accept the challenge of my new assignment.

Stephen D. McElroy

Nod to the Army

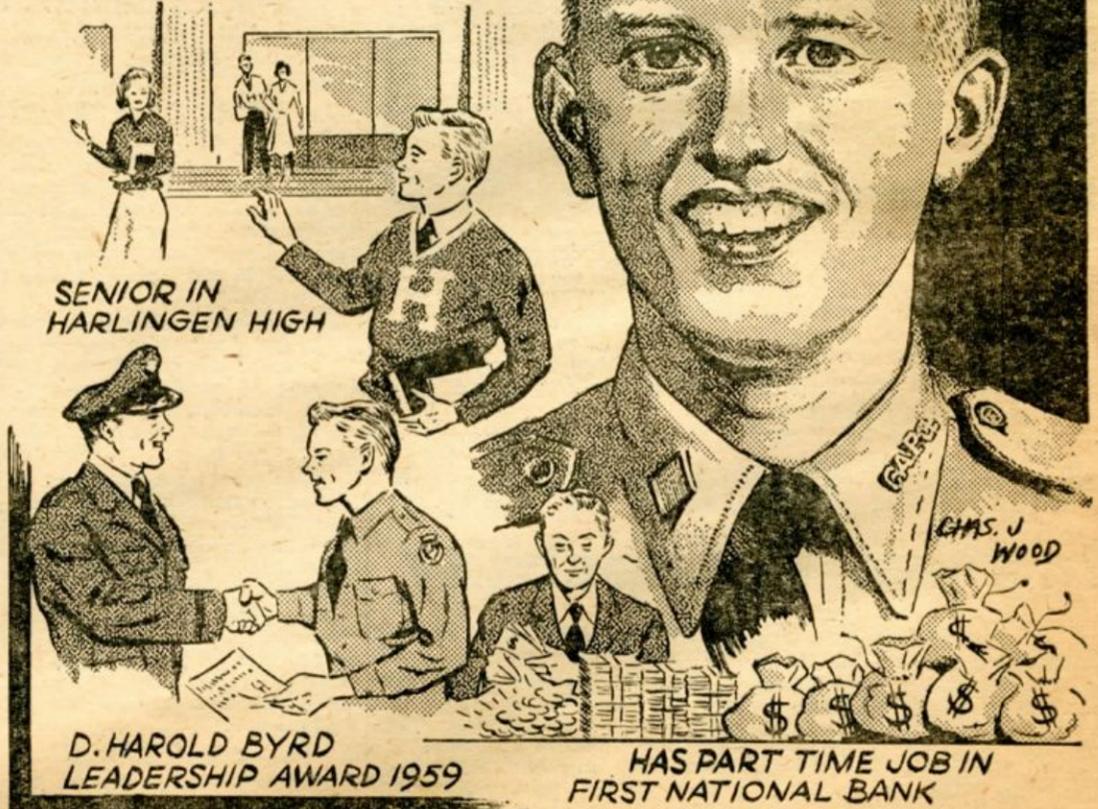
ARMY COOPERATION and the efficient manner in which this Service has handled a program to provide safe facilities and disciplined control for teenagers and their homemade missiles, rate a tip of our blue hats.

The "shoot" attended by CAP cadets at Camp A. P. Hill, Va., is the most recent example of Army foresightedness.

Although 50 launchings were attempted, not one youth was even scratched. Moreover, no teenager violated range rules. An adult, however, disobeyed instructions, and was asked to leave.

Certainly more of these Army-style shoots are needed . . . with assistance from the other services. Help is also available from rocket societies, composed of trained adults, and private industry.

Cadet Major JOE W. BARNHART Jr. CADET COMMANDER GROUP 24, TEXAS WING



SENIOR IN HARLINGEN HIGH

D. HAROLD BYRD LEADERSHIP AWARD 1959

HAS PART TIME JOB IN FIRST NATIONAL BANK

Letters

Recruiting Aid

WILLIAMSPORT, Pa. — Enjoyed reading your paper; in fact, it helped me gain new members. Some of the cadets and I think it would be a good idea to have a Cadet Pen Pal Section. It would let us know what other cadets are doing.

CADET CAROLE ROSSI

Airbee Units

REDWOOD CITY, Calif. — Congratulations from California to the Pennsylvania Wing Commander and his staff for having the imagination and ambition to set up an Airbee unit.

I can speak only for the squadrons in my area and myself, as co-founder of the only CAP crash rescue boat unit in our program; but, I'm sure many more commands agree with the concept of maximum capability, within reason of course.

The Airbees will certainly capture the imaginations of people, not to mention opening a new avenue for expansion of interest. You can't go wrong helping someone in distress, and you often find the "back door" approach to selling aviation and CAP-USAF an easier route than the "frontal attack."

Our National Charter and the emergency provisions of our service to ConAC provide for a great deal more activity than air search missions and the cadet program. Our search pilots, for one thing, deserve our FULLEST support . . . on land and sea.

Let's hear more about squadrons (See LETTERS, Page 22)



LOOK FOR pending changes in procedures for disposing of property donated to Civil Air Patrol by the Department of Defense. Spokesmen here say further instructions are expected to be dispatched to field units within 60 days. CAP TIMES expects to carry details in its June issue.

CAP REGULATION 190-2 guiding relations with press and photographers at air and vehicle crash scenes has been tightened even further under a revision ready for distribution. While again re-emphasizing ISOs and other CAP personnel will NOT interfere with newsmen, the new version says members also will NOT engage in any law enforcement activity hindering press operations. CAP authority is limited only to urging press representatives to publish stories and photos which are in good taste and not offensive or gruesome.

DRILL ROUTINE. In the 1959 competition, all CAP drill teams will follow routine outlined in Fig. 6, CAP Manual 30-4, and without the use of sidearms, rifles, sabres or bayonets. Compulsory drill movements must be in accordance with those in Air Force Manual 50-14 available in all liaison offices.

Precision drill may be carried to any formation or pattern, at any cadence. When devising precision movements, discretion must be exercised to avoid any detractor from the military bearing of the team.

AT NATIONAL. Distributed to the field were new CAP Regulations 173-2 with the word and procedures on CAP compliance with federal taxation requirements and 900-5 on insurance . . . the tax reg points out that NO unit of CAP is currently required to file a federal income tax return . . . Region and wing liaison officers were to report to National their observations and how CAP was used if their wings participated in the nation-wide OPERATION ALERT conducted by Civil Defense April 17-19.

SHORT HOPS . . . National has asked unit commanders to initiate strict controls to avoid abuse, loss or waste of the Cadet Log Book (CAPM 50-2) . . . Lt. Col. Mary M. Moore of National Capital Wing won the Maryland Aviation Commission Green Cross flying safety award with double stars for 1900 accident-free private flying hours . . . Texas Wing's Lukfin Squadron, commanded by Capt. James Butler, reports three cadets from that unit have participated in the IACE since 1951 . . . Capt. Bill Bridges, commander of Missouri's Shelbyville Composite Squadron, and Lt. Earl Christine flew blood to a stricken woman in Mexico, Mo. . . . Named by U. S. Senator Thomas C. Hennings of Missouri in the USAF Academy competition were Larry N. Brown, cadet commander of the West Plains Squadron, and Cadet Capt. Gary E. Walters of Raytown, Mo. . . . Five New Hampshire newspapers praised editorially the operations of that state's wing in searching for the plane of two missing doctors . . . H. ROSS MILLER

36 Schools to Conduct Workshops In Aviation Education During '59

WASHINGTON—Aviation education workshops will be conducted this summer at 36 colleges and universities in cooperation with the Civil Air Patrol. Of these, three will be in the Northeast region, two in the Middle East region, three in the Great Lakes region, two in the Southeast region, eight in the North Central region, eight in the Southwest region, four in the Rocky Mountain region and six in the Pacific region.

The schedule of aviation education workshops, as well as the information available on each, follows:

NORTHEAST REGION

Keene Teachers College, N.H., June 15-26 or Aug. 10-21. Other information not available.

University of Hartford, Conn., June 22 to July 25. Tuition is \$102, room and board unknown. Six semester hours credit. Scholarships are available.

State University Teachers College, Plattsburgh, N.Y., July 20-31. Tuition, room and board, \$100. Two semester hours credit. Scholarships are available.

MIDDLE EAST REGION

University of Virginia, Charlottesville, June 22 to July 10. Tuition, room and board, \$100. Three semester hours credit. Scholarships are available.

University of South Carolina, Columbia, July 20 to Aug. 7. Tuition, \$27.50, room and board unknown. Three semester hours credit. Scholarships are available.

GREAT LAKES REGION

Miami University, Oxford, Ohio, June 22 to July 24. Tuition, room and board, \$175. Six semester hours credit. Scholarships are available.

Northern Illinois University, DeKalb, June 29 to July 17. Tuition, room and board, \$93. Three semester hours credit. Scholarships are available.

National College of Education, Evanston, Ill., Aug. 3-14. Tuition, room and breakfast only, \$70. Two semester hours credit. Scholarships are available.

SOUTHEAST REGION

Middle Tennessee State College, Murfreesboro, June 10 to July 10. Tuition, \$85, room and board unknown. Six quarter hours credit. Scholarships are available.

University of Puerto Rico, Rio Piedras, June 5 to July 23. Tuition, room and board, \$120. Three semester hours credit. Scholarships are available.

NORTH CENTRAL REGION

University of Wichita, Kans., June 1-12. Tuition: resident, \$20, non-resident, \$25, room and board unknown. Two semester hours credit. Scholarships are available.

Mankato State College, Minn., June 10 to July 17. Tuition, \$19, room and board unknown. No semester hours credit. Availability of scholarships unknown.

South Dakota State College, Brookings, June 15 through Aug. 7. Tuition, room and board, \$180. Ten quarter hours credit. Availability of scholarships unknown.

Iowa State Teachers College, Cedar Falls, June 15 to Aug. 7. Expenses and scholarships unknown. Eight semester hours credit.

State University of South Dakota, Vermillion, June 17 or 18 to July 9. No other information available.

Friends University, Wichita, Kans., July 20 to Aug. 7. Tuition, \$57.50, room and board unknown. Three semester hours credit. Scholarships are available.

College of Education, University of North South Dakota State College, Brookings, \$10 and room and board, \$15. No semester hours credit. Availability of scholarships unknown.

St. Cloud State College, Minn., July 27 to Aug. 14. Tuition, \$18, room and board unknown. Four quarter hours credit. No scholarships.

SOUTHWEST REGION

East Texas State College, Commerce, June 3-20. Tuition, \$31, room and board, \$90. Three semester hours credit, no scholarships.

Stephen F. Austin State College, Nacogdoches, Texas, June 8-12. No other information available.

Arkansas State Teachers College, Conway, June 8-25. Tuition, room and board, \$70. Three semester hours credit. Availability of scholarships unknown.

Eastern New Mexico University, Portales, June 8-13. Tuition, \$14, room and board, \$3.50 per day. Two semester hours credit. No scholarships.

East Central State College, Ada, Okla., June 8-19. Tuition, room and board, \$45. Two semester hours credit. No scholarships.

Texas Technological College, Lubbock, June 15 to July 3. Tuition, \$45, room and board unknown. Three semester hours credit. No scholarships.

University of Arizona, Tucson, July 13 to Aug. 1. Tuition, \$30, room and board, \$6 per week. Three semester hours credit. Availability of scholarships unknown.

West Texas State College, Canyon, July 20 to Aug. 7. Tuition, room and board, \$55 for resident, \$85 for non-resident. Three semester hours credit. Availability of scholarships unknown.

ROCKY MOUNTAIN REGION

Utah State University, Logan, June 8-19.

Tuition, \$19, room and board unknown. Three quarter hours credit. No scholarships.

Colorado State College, Greeley, June 15-25. Tuition, in-state \$18, out-of-state \$23, room and board for men, \$38.50, for women, \$43. Three quarter hours credit. Scholarships are available.

Montana State University, Missoula (National Aviation Education Workshop and Staff College), June 29 to July 31. Tuition, room and board, \$165. Eight quarter hours or five semester hours credit. Scholarships available.

The College of Idaho, Caldwell, July 27 to Aug. 7. Tuition, \$18, room and board, \$40. Three semester hours credit. No scholarships.

PACIFIC REGION

University of Alaska, College, June 3 to July 1. Tuition, \$60, room and board, unknown. Four semester hours credit. No scholarships.

University of Nevada, Reno, June 8 to 20. Tuition, \$76.50, room and board, \$80.50. Two semester hours. Scholarship availability unknown.

University of Nevada (Southern Regional Division), Las Vegas, June 8-19. Tuition, \$10 per credit, no provisions for room and board. Two semester hours credit. Availability of scholarships unknown.

Oregon State System of Higher Education, Portland, July 13 to Aug. 8. Tuition, \$54, room and board, \$5 per day. Six quarter hours credit. Scholarships are available.

Long Beach State College, Calif., Aug. 3-28. Tuition, \$38, room and board \$75. Four semester hours credit. No scholarships.

Los Angeles State College, Calif., Aug. 3-31. Tuition, room and board, \$9.50 per day. Three semester hours credit. No scholarships.

Tennessee Wing First



AN ATTEMPTED RESCUE of his drowning companion, while on a trip to Canada last summer, earned Cadet Robert D. Clayton, Union City, Tenn., CAP's Meritorious Service Award. Shown during the presentation ceremonies at Memphis State University are Lt. Col. W. H. Feltus Jr., wing deputy for cadets, left, Capt. Thomas E. Culp, and Cadet Clayton.

Compensation Benefits Now Available To Seniors Spelled Out by Regulation

WASHINGTON—Benefits available to Civil Air Patrol members under the Federal Employees' Compensation Act (FECA), as amended

by the "CAP Compensation Act of 1956," were spelled out recently.

A new attachment to CAP regulation 112-8, printed March 2, this year, on the back of Change 1 to the regulation, outlines the FECA benefits available to CAP members.

They are disability compensation for eligible widows, widowers, children and dependent parents, and funeral and burial expenses.

An earlier attachment to the CAP regulation, published June 30 of last year, is a list of forms used in reporting injuries under the CAP Compensation Act.

The CAP Compensation Act extends FECA benefits to senior members or their survivors for injury or death resulting from service in the performance or support of operational missions authorized by the Air Force.

Only CAP senior members are covered by this law, and CAP cadets have absolutely no protection under the Act.

Failure to renew membership, which terminates an individual's CAP membership automatically ends his or her eligibility for FECA disability or survivor benefits.

CAP to Host 50 At Air Show

WASHINGTON — For the sixth year, Civil Air Patrol will host a portion of the audience of the annual U.S. Air Force Firepower Demonstration at Eglin AFB, Florida, beginning May 5.

The CAP party this year will include 50 key educators, aviation officials, representatives of the American Legion and CAP members themselves.

The CAP guests will be billeted at the Army's aviation center, Ft. Rucker, Alabama. They will arrive at Ft. Rucker on May 4. The next day they will attend the AF's firepower demonstration and static display of aircraft and equipment at Eglin AFB.

The final day of the CAP conclave, May 6, will be spent at the Army aviation center, where they will receive a briefing and see a demonstration of Army aviation activity.

Dr. Mervin K. Strickler, CAP chief of aviation education, assisted by Jack O. Crawford of his office, made the arrangements for the CAP guests' visit to the AF firepower demonstration and the Army's aviation center.

Lost Is Found

ST. LOUIS, Mo. — The engine and propeller stolen from a Missouri Wing L-16 in 1957 were recovered by state highway patrolmen and Franklin County authorities. St. Louis Composite Squadron 2's property had been installed on an airboat.

New Assignments Firmed For 17 Liaison Officers

WASHINGTON — Seventeen USAF region and wing liaison officer assignments, including one shift at regional level, have been announced by National Headquarters.

In most cases, the new assignees will succeed AF-CAP liaison officers whose tours with Civil Air Patrol are nearing completion. In the North Central Region, however, Lt. Col. Walter P. Williams, now in the slot at Minneapolis, moves to the Southwest Regional post this month. His successor, who arrived in April, is Lt. Col. William E. Matheson.

The new Pacific Region LO is Lt. Col. Richard L. Portillo, who reports for his assignment in June.

New assistant region LO's, scheduled to report in July, are Maj. Paul D. Jones, Northeast; Maj. Harry L. Rothman, Southeast; and Maj. Charles P. Carley, Rocky Mountain.

Officers assigned as wing LO's and their months of reporting follow:

Illinois, Maj. Alton L. Tally, October; Arizona, Maj. Albert E. Ninde, December; Arkansas, Maj. George V. Armstrong, July; Kansas, Maj. Jack W. Holman, July; Massachusetts, Maj. Richard R. Carpentier, July; Minnesota, Maj. Eugene C. Welch, June; Montana, Maj. Bill E. Decker, June; New Mexico, Maj. Roy F. Weeks Jr., July; North Carolina, Maj. John Susko, July; North Dakota, Maj. John H. Hazel, July; and Texas (assistant Wing LO), Capt. Fred L. Irwin, September.

Two Minot Cadets Given Scholarships

MINOT, N. D. — The Minot Elks lodge presented two \$250 scholarships at a CAP cadet dance to CAP Cadets Gary White and Arlen Evenesen. The scholarships will be used to finance flight training leading to private pilot licenses for the two cadets. Presentation was made by Olaf Arneberg, lodge secretary.

CIVIL AIR PATROL STAFF COLLEGE

JULY 27-31

*MONTANA STATE UNIVERSITY REGISTRATION FORM

LAST NAME FIRST NAME MIDDLE INITIAL

CAP RANK — SERIAL NUMBER PRESENT STAFF ASSIGNMENT

FUNCTIONAL AREA IN WHICH SPECIAL TRAINING IS DESIRED

STREET & NUMBER CITY STATE

MAIL TO: NATIONAL HEADQUARTERS
CIVIL AIR PATROL
BOLLING AIR FORCE BASE
WASHINGTON 25, D. C.
ATTN: OFFICE OF AVIATION EDUCATION

*Quotas will be established by National Headquarters, CAP. In event the number of applicants exceeds the housing and aircraft capability, selections will be made on a first come first served basis.

TIME'S GROWING short for members to register for the one-week Staff College, to be conducted July 27-31 at Montana State University. Deadline for receipt of registrations is June 1. Fees for this project are \$45; this includes room, meals and staff college tuition. Training in every aspect of CAP will be available . . . Command, Operations, Training, Materiel, Personnel, Comptroller, Information Services, Administrative Services, Legal, Chaplain, Aviation Education and others. Those who plan to go to Missoula, Mont., for the intensified Staff College should fill out and mail this registration form NOW.

Workshop Lecturers Announced

WASHINGTON — The Industrial College of the Armed Forces has assigned four of its instructors as lecturers at the 1959 National Aviation Education Workshop at Montana State University at Missoula June 29 through July 31.

They are Col. Franklin K. Paul, USAF, lecturing on "Soviet Communism" and "Geopolitics;" Col. J. H. Weske, USA, lecturing on "Public Opinion" and "Civil Defense;" Lt. Col. Paul D. Hickman, USA, lecturing on "Middle East" and "Outer Space," and Cmdr. W. V. Hughes, USN, lecturing on "Mutual Security" and "Geoeconomics."

Other guest lecturers announced for the workshop include Col. Harmer D. Denny, Civil Aeronautics Board member; Oscar Bakke, director of CAB's Bureau of Safety, and Col. Carlos Tosti, special assistant to the commander of USAF's Air Research and Development Command.

THIS YEAR'S workshop also will serve as the springboard for three new aviation education textbooks. One, "Aviation Education and the Space Age," will be the basic text for the workshop program. It was written specifically for the workshop by Dr. Harold E. Mehrens, director of the Editorial and Curriculum Division of CAP national headquarters.

The other two books, designed to supplement "Aviation Education and the Space Age," are "The Dawning Space Age" and "Demonstrations Aid for Aviation Education." The first is a text on rockets, missiles and astronautics, while the second is a workbook designed primarily to teach children in the elementary grades. The texts were produced in CAP's office of aviation education.

An added attraction for the educators and CAP members attending the five-week course will be a series of lectures on the missile industry by Dr. Howard F. Dunholder. He is assistant chief engineer for development of Convair Astronautics and a veteran of the development program for the Air Force's Atlas intercontinental ballistic missile.

Classroom work will be intensive Mondays through Thursdays during the workshop, with educational and recreational tours planned for the three-day weekends.

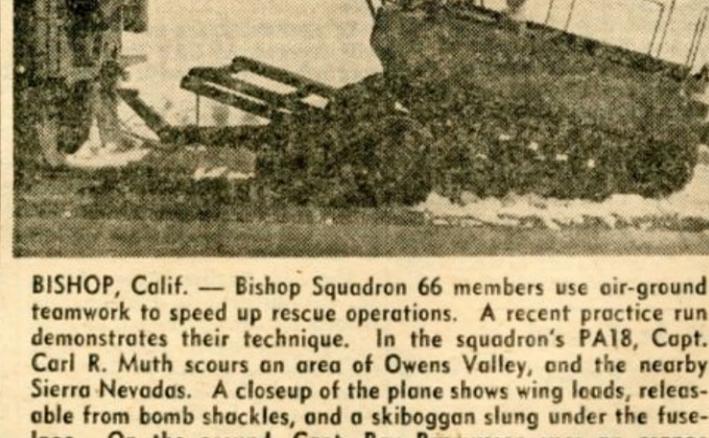
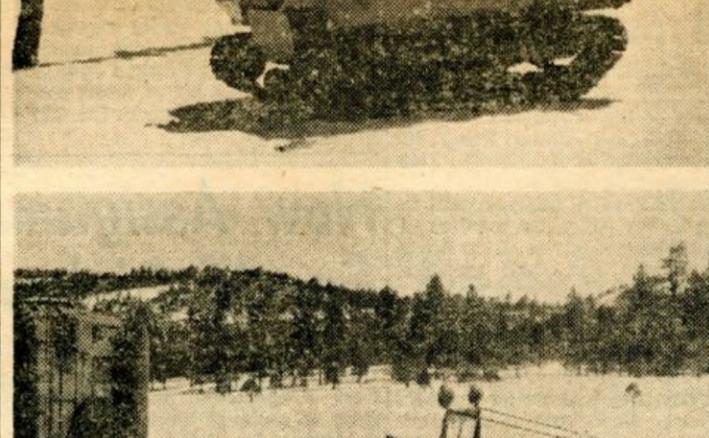
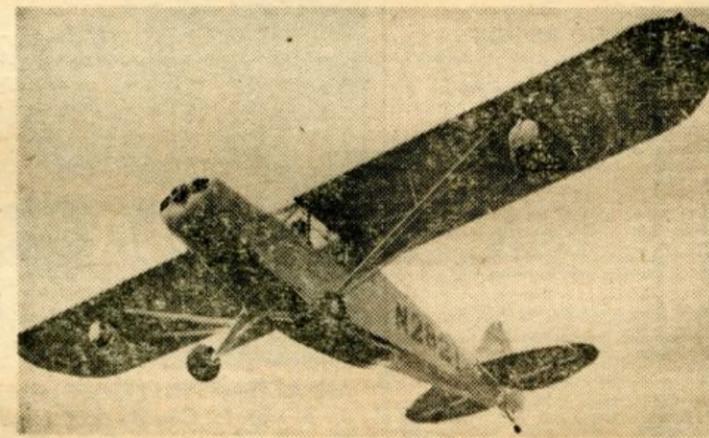
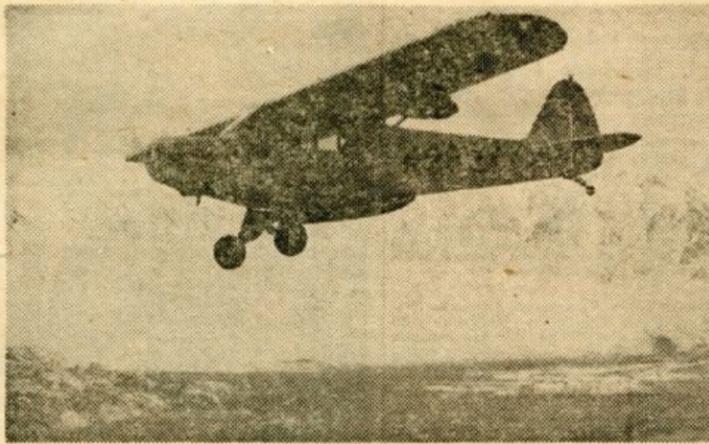
Dr. Mervin K. Strickler, Jr., CAP's chief of aviation education, is director of the workshop, which is sponsored by the Montana Aeronautics Commission, USAF, the university and CAP.

The workshop will provide teachers with five semester hours of graduate or undergraduate credit in education. All fees for the university, room and board for the five weeks, excluding food for the weekend trips, are included in the \$165 per person workshop cost.

Of special interest to CAP members is the five week staff college to be held in conjunction with the aviation workshop, and the intensive one-week staff college course offered members unable to attend the full-length staff college. Cost for the 5 week staff college has been pegged at \$165 per member, and the fee for the one week course will be \$45.

A final briefing and planning conference for the workshop is tentatively scheduled for May 11 through 13 at Missoula, according to Dr. Strickler.

CAP to the Rescue



BISHOP, Calif. — Bishop Squadron 66 members use air-ground teamwork to speed up rescue operations. A recent practice run demonstrates their technique. In the squadron's PA18, Capt. Carl R. Muth scours an area of Owens Valley, and the nearby Sierra Nevadas. A closeup of the plane shows wing loads, releasable from bomb shackles, and a skiboggon slung under the fuselage. On the ground, Capt. Ray Rasmussen uses an orange smoke flare to show wind direction, while Maj. Glen Taylor talks the pilot into position to make his air drop. Mission over, the "operations" weasel is loaded onto a tilt bed trailer, built by Lt. William H. Hartshorn.

Reservists Get Points For Instructing CAP

WASHINGTON—Civil Air Patrol units needing the help of experienced Air Force non-active duty reservists were reminded by Headquarters this month of the rules for such aid. Procedures are simple but vary according to the classification of reservists. Seniors should visit known reservists in their areas and point out retirement benefits under the point system for performing such duty.

Renewed emphasis on the subject follows discussions between National Headquarters and Lt. Gen. William E. Hall, USAF, commander of Continental Air Command, which has jurisdiction over military and civilian personnel assisting CAP.

Stressing the need for mutual assistance between the two organizations, General Hall said facilities of Air Reserve Centers throughout the country and bases of the numbered Air Forces of ConAC should be used to assist CAP in its missions.

Points are awarded as follows to reservists instructing with CAP:

- One point is awarded for instructor duty when the course is ordered by competent authority. Period of instruction normally must be four continuous hours but not less than two hours.

- Additional points may be awarded for preparation of material for the instruction period. One point for the preparation of each hour is given (up to two points) but if the same instruction is presented more than once, additional points are not credited for subsequent preparation. The period of instruction (or training period) can be in areas of administration, liaison, and maintenance duties with CAP when properly authorized in advance and satisfactorily performed.

THERE ARE differences in the amount of duty which may be performed with CAP, depending on whether the reservist is in the non-affiliated or ready category:

Non-Affiliated Reservist: An individual not assigned to an air reserve center, may participate with CAP on a "full-time" basis. "Full-time" means the amount of time required to obtain points sufficient to retain reserve status or 20 points. (Thirty-five points are required annually for reserve status with the first 15 points awarded gratuitously.) The reservist may, if he desires, accumulate up to 60 points annually for inactive duty training in this manner. Reserve promotion boards give heavy consideration to points accumulated by reservists.

To gain points, the non-affiliated reservist must submit a letter of application for instructor duty with CAP to the CAP unit commander. The letter is indorsed in turn to the AF-CAP liaison officer and then to the Commander, Air Reserve Records Center, at Denver. Appropriate orders are issued by the latter, attaching the reservist to the CAP liaison office for duty with the CAP unit requested. The LO provides the CAP unit commander with an AF Form 40A (Authorization for Inactive Duty Training.) The form is completed each time the reservist's services are desired or if continuously, on a monthly basis. Dates and times of the meeting or meetings in which the reservist participated must be included.

READY RESERVIST: Assigned to an AF Reserve Center or possesses a mobilization assignment with a major air command, may participate with CAP on a one-time or infrequent basis. This type of reservist can best be utilized as an instructor for the senior or cadet training program where continuity by the same instructor is not of primary importance.

In this case, the CAP unit com-

mander requests the reservist's services for a one-time or infrequent basis in letter to the reservist's commander. Type or duty and hours of assembly must be stated. Upon approval, the commander of the reservist issues Form 40A (see above) directly to the unit requesting the service. No application for attachment of the reservist to the liaison officer is required here.

Air Force Regulation 45-15 and CAP Regulation 45-2 spell out reserve duty with CAP. The CAP regulation largely implements USAF policies on the subject within the auxiliary and also contains a sample application letter for duty with CAP.

THE USAF directive says reservist duty with CAP must:

1. Be performed as a reservist and must enhance the individual's mobilization potential.
2. Require time and effort beyond that required in the normal course of his civilian occupation.
3. Have been authorized by competent authority before training begins.
4. Be performed without remuneration other than pay as a member of the AF Reserve.
5. Improve the reservist's fitness to perform prospective mobilization duties or improve the fitness of others.
6. Be controlled and/or supervised by the military.

Headquarters spokesmen emphasize that a reservist who is also a CAP member cannot earn reserve retirement points in his CAP status but must obtain them in his reserve status. Written authorization must be obtained as specified above and the AF uniform must be worn when performing inactive duty training for reserve points.

CAP Regulation 45-2 says on the subject:

"Air Force reservists performing duty as authorized in this regulation remain members of the AF Reserve. In the event a reservist wishes to join CAP, he is eligible for a CAP commissioned or non-commissioned grade in accordance with CAPR 35-5."

The CAP regulation also covers classification and procedures affecting Army, Navy, and Marine Corps reservists who desire duty with CAP for point credit. There is some variance with USAF procedures since directives of the appropriate services must be used.

Pa. Wing Goes On War Footing

SCRANTON, Pa. — Pennsylvania Wing's Group 20, embracing the northeastern part of the state, will go on a wartime footing for three days beginning May 1.

Operation "Survival" is the reason why about 250 CAP seniors and cadets in this mountainous country will mount a "max effort" under wartime conditions.

The mission will be directed by Maj. Robert C. Merriman, Group 20 commander.

Four separate bases of operation will be established, but their locations will not be made public, as "enemy forces" will be attempting to locate and "sabotage" the bases.

Each base will be completely independent from commercial sources of electrical power and fuel with which to operate its aircraft, vehicles and power generator units.

Military and Civil Defense officials have been invited to observe Operation "Survival" activities as they occur at the hidden CAP bases in their community areas.

Romulus Squadron Finds Hard Work Keeps Unit Sharp

By Lt. RUSSELL GIBB

"DRILL . . . drill . . . drill! Don't they know anything else?" That's a common complaint heard when other units in the Michigan Wing refer to one of CAP's more active cadet squadrons . . . Romulus.

After hearing this comment for the umpteenth time, I had to satisfy my curiosity. What was Romulus Squadron really like?

A quick drive past the new Wayne-Metropolitan Airport, a turn onto a side road, and I soon found myself in a dinky town called Romulus.

"What gives here?" I thought. "These people couldn't produce or support the Tiger I've been brainwashed into believing existed."

By the time I pulled up in front of the junior high school, where the squadron meets, I had a strong hunch my Tiger was made out of paper.

At the door I got a brisk challenge . . . from a clean-shaven, determined cadet sergeant. I fumbled through my wallet for an ID card. Apparently my credentials were OK, because I trailed my inquisitor as he led me into the commander's office.

Before I realized it, I was listening to a typical Romulus sales pitch. Lt. Edward Piotrowski, sold on his cadets, on the way they sell CAP, wanted me to share his enthusiasm.

The cadets handle everything. They plan, drill, work for Certificates of Proficiency, teach and . . . most important of all . . . everything is done in a way that builds up the squadron, gives it the credit.

PIOTROWSKI was once a cadet himself . . . drill commander in 1950-51, participant in the Cadet Exchange in 1951. Most of his staff members were cadets, too . . . in the 40's. In those days Romulus Squadron was one of the pet interests of the late Henry Ford. He allowed members to use his trade school for a meeting place. Many times, Ford dug into his own pocket to help cadets buy needed uniforms and equipment.

"Those were the good old days," chimed in Lt. Louis Veros, looking up from his pencil-pushing chores. He's the squadron exec, as well as drill team trainer.

"Tell me, lieutenant. Is it true

that your squadron has championship drill teams; that they've won more competitions than any other team in CAP history?"

He nodded. "But, we've yet to break our jinx and take first place in a national competition. We're trying, though. Come along."

I was introduced to three cadets who are trying out for this year's drill commander slot. Snapping to attention, they sounded off.

"Cadet Lt. Gary Repella, age 18."

"Cadet 1/C Douglas Roach, age 16."

"Cadet Mike Tharpe, age 16."

"Put them through their paces, Tharpe," Veros ordered.

Well, the jinx might be licked this year.

Lieutenant Veros excused himself. "Feel free to roam about and question anyone you want to," he said.

I did just that, talking to recruits and cadet officers. I even cornered the school janitor who said, "They always keep the gym floor swept."

ONE thing I learned . . . these cadets earned more Certificates of Proficiency than any other squadron in the wing.

Discipline is rigid. The first thing raw recruits learn is: "Yes, sir;" "No, sir;" and "No excuse, sir." Young cadets are expected to say no more than that.

Rank is hard to come by. Sergeant's stripes take three years; lieutenant's pips can be picked up in four years.

Cadet Commander Dick Mitchell emphasized this fact. "When you do receive rank from us, Mister, you know you've earned it."

While poking around one of the more-poorly-lit rooms, I stumbled onto the editorial offices of the squadron newspaper. Cadet Douglas Roach is the editor.

He told me about some of the squabbles he's had with the Brass, who don't always agree with his editorial viewpoints. "We have a responsibility to our readers, and



LOOK, MISTER. Do it this way! Cadet 1/C Doug Roach, newspaper editor, emphasizes the end of a discussion with Cadet 3/C Larry Twitchell, left, while Cadet 3/C Marilyn Mohr looks on in bemused silence.

sometimes it's only natural that the way a cadet looks at things will be different from a senior's."

Roach was quick to add that as an ordinary Romulus cadet . . . not as editor . . . he'd never question a senior's position. "You just don't do that and stay in this squadron."

CADET Larry Twitchell believes in the value of a good public relations program. He's cadet ISO.

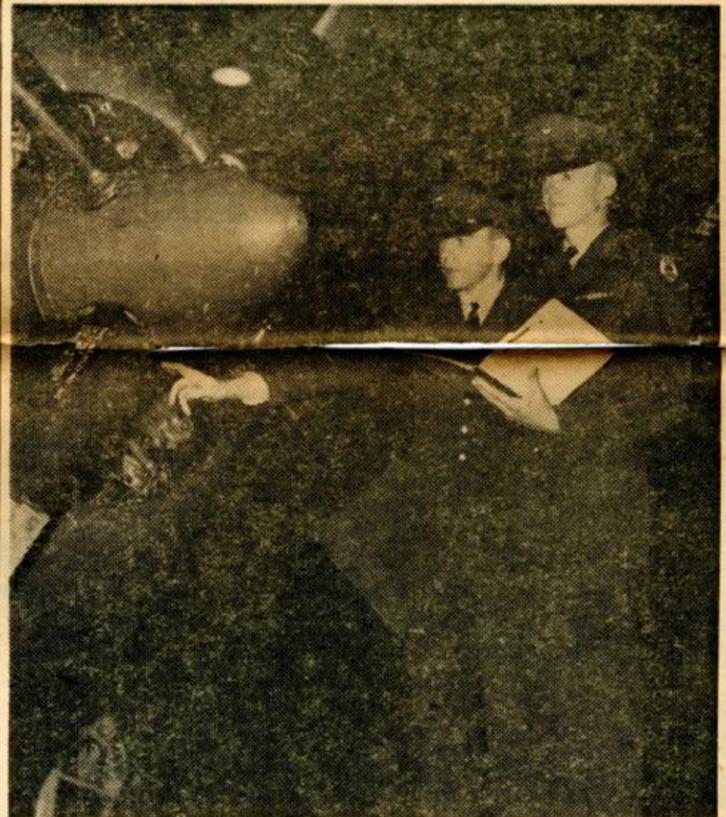
To prove his point, Cadet Twitchell tells about last year's project to get new winter uniforms. Under Twitchell's leadership, squadron members formed a speakers' bureau. Calls were put through to every service organization in town. Within two months, the cadets had collected \$800.

I was impressed by the number of cadets from Romulus who have been selected for the International Air Cadet Exchange. "How do they do it?" I asked Paul Sanderson, cadet training officer.

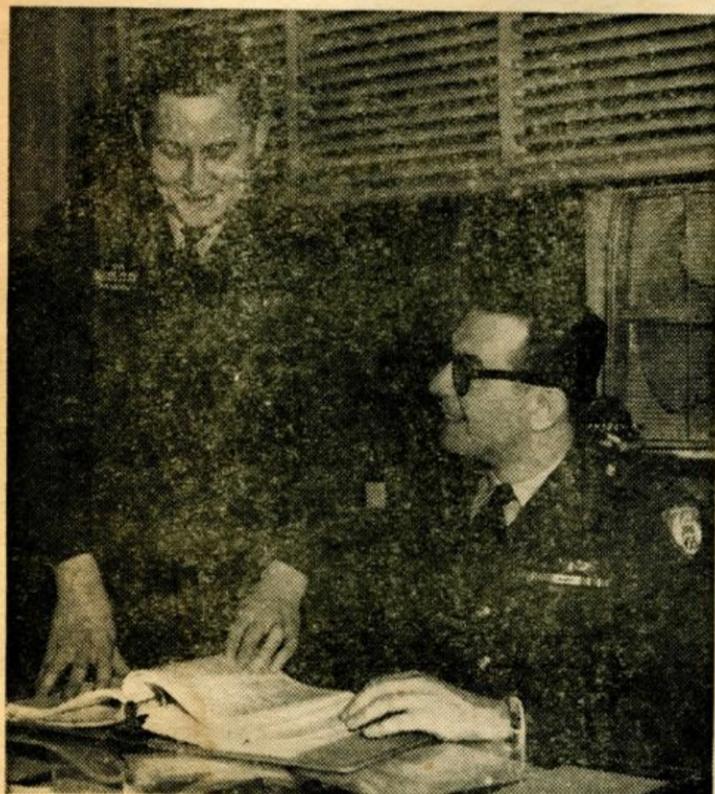
"That's simple," he replied. "Hard work!"

This year's participants in the IACE are Cadets LeRoy LaCelle, who headed the squadron's team in last year's National Drill Competition at New York City, and Dick Walsh, recruit flight leader.

By the time the weekly meeting was over, I had been sold on Romulus Squadron. My Tiger wasn't paper anymore.



CLOSE CHECK is made of a Navy Neptune by Cadet Lt. Robert McCallum, left, and Cadet Capt. Dick Mitchell, as part of their inspection tour of equipment and facilities at the Grosse Isle Naval Air Station.



PAPER WORK can be amusing sometimes, Lt. Louis Veros, left, points out to the Romulus Squadron commander, Lt. Edward Piotrowski, who seems to agree.

Tawes Appoints Col. A. Paul Fonda To Maryland Aviation Commission

ANNAPOLIS, Md. — Gov. Mil-lard Tawes has appointed Col. A. Paul Fonda, former Maryland Wing Commander and now member of the National Executive Board of Civil Air Patrol, to a three-year term on the Maryland State Aviation Commission.

Col. Fonda, a resident of Hagerstown, is assistant to the vice-president and general manager of Fairchild Aircraft in that city.

He served in the USAF from June 1941 to December 1945 with his last 26 months of duty as chief of the pilot training branch at Headquarters, USAF, in the Pen-

tagon, with the rank of lieutenant-colonel.

He assumed command of Maryland Wing on Jan. 7, 1954, and rebuilt the wing organization and strengthened the squadrons throughout the state.

Named to the National Executive Board as representative of the Middle-East Region early last year, he relinquished his wing command to Col. William D. Turner.

At that time he said "Our most important effort right now is the aviation education of our cadets. In the four years as commander of the Maryland Wing, I have seen a sound training program formed

for the cadets and we have accomplished a great deal in our aviation education workshops for teachers both in Baltimore and at the University of Maryland . . . I feel that we have quite a job ahead of us as we must expand the aviation education of the youth of America today.

"The aviation industry and its supporting industries are the largest business in the world today. Our school systems have not been able to keep abreast of the rapid development of aviation and are not prepared in most cases to even discuss aviation with their high school youth."

EDUCATION AVIATION and the SPACE AGE

A HANDBOOK FOR THE MODERN TEACHER

by
H. E. Mehrens

MODERN school children, trying to adapt themselves to a life directly influenced by aviation changes, ask complex questions. Teachers who have an aviation awareness won't find the questions hard to answer.

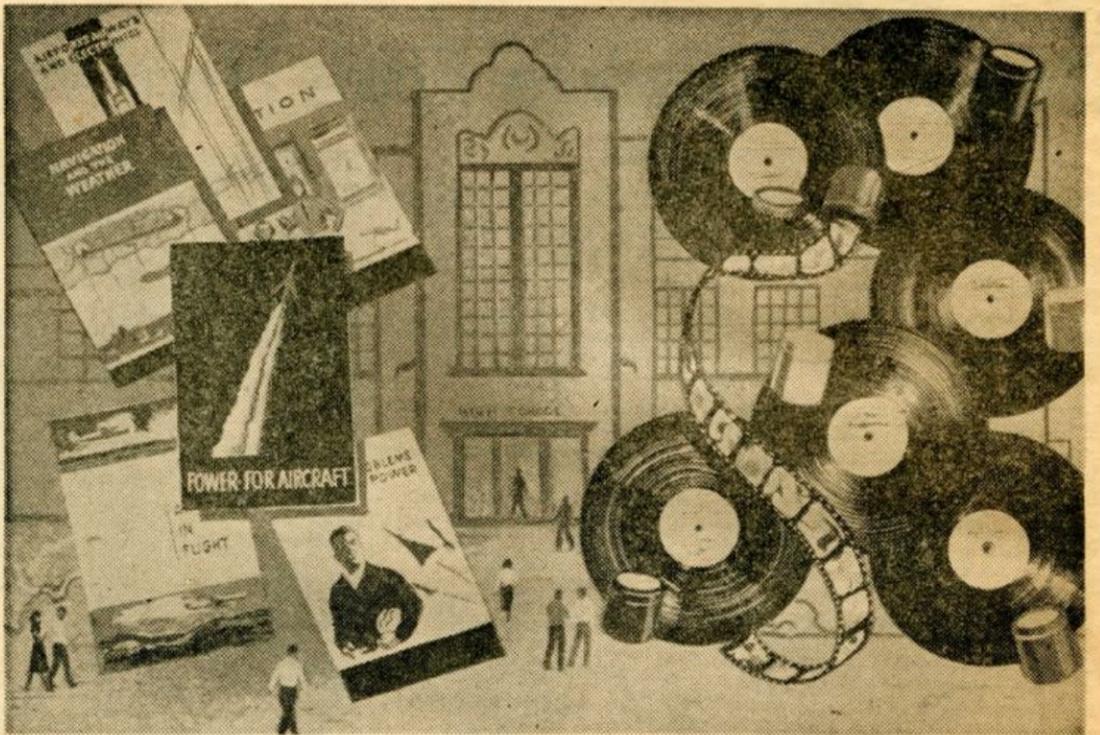
An understanding of aviation must begin with the elementary grades. By using the handbook and the teaching aids it recommends, any school teacher should be able to explain the "shrinking world" concept, measured by a jet liner's airspeed indicator, to her pupils.

Aviation influences every phase of a youngster's life. Today, in school. Tomorrow, in business or industry. The day after tomorrow, in his community.

From the plane in industry and its economic effects, to aviation in politics and geopolitics, the teacher can guide students through the earliest stages of understanding.

Anything the pupil does in school, using an ordinary and outdated curriculum, can be made more timely and interesting by tying it to the aviation concept.

To give educators the help they need, Civil Air Patrol has published a new handbook. Its price is \$1.50, and it can be ordered from the Aviation Education Section at National Headquarters.



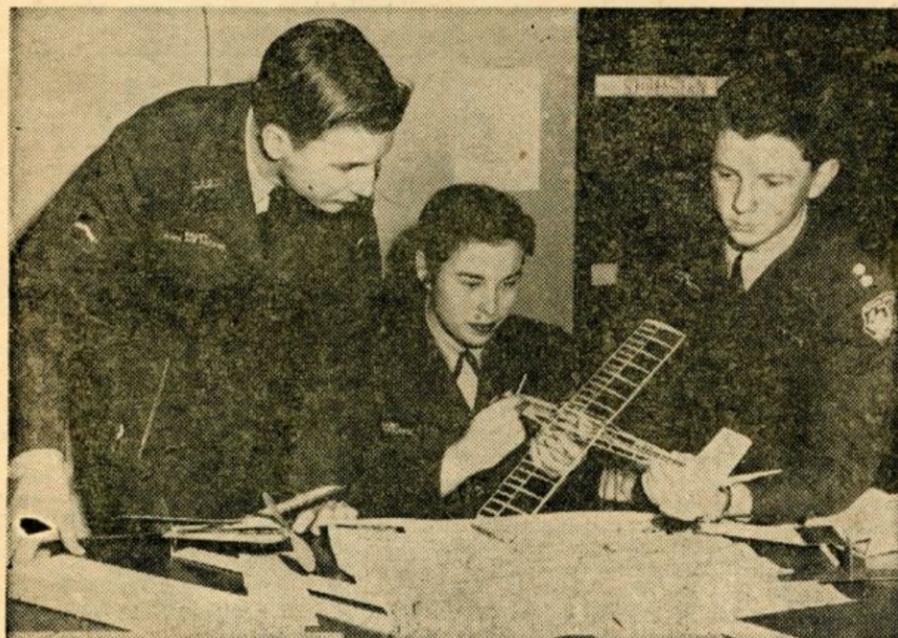
... Materials for the general course in aviation.



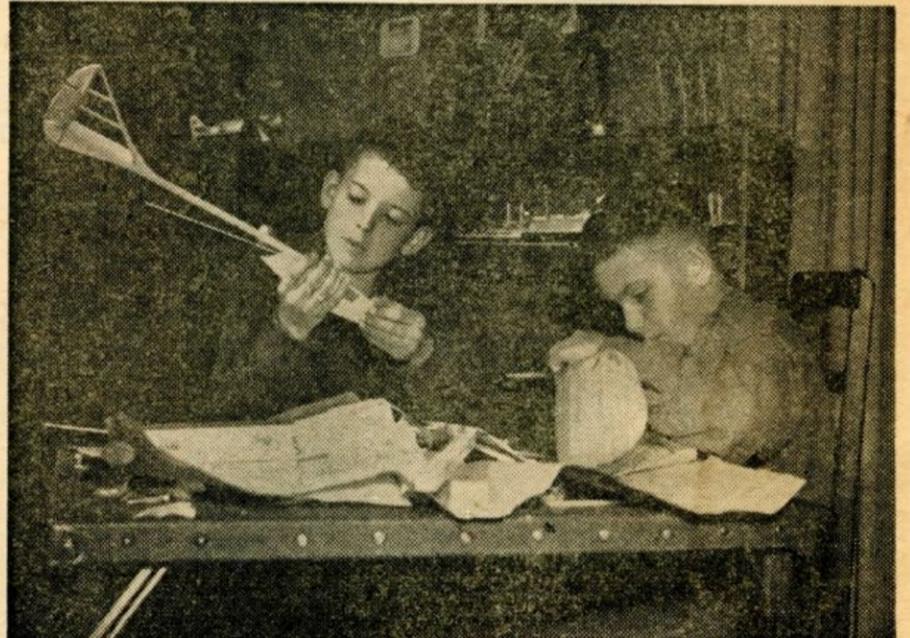
... Aviation enriches social studies and the arts.



... Basic science courses must include information about aircraft.



... Learning aircraft structures the model way.



... Gaining the skill to build tomorrow's space ships.

CAP News Briefs

Cadet Hero Rewarded

WASHINGTON—National Headquarters has approved presentation of the Meritorious Service Award to Cadet Gene Dolin, Swansea Squadron, Rhode Island Wing, for rescuing three children from drowning last Feb. 28. The save, made on Dolin's 16th birthday, included his 10-year-old brother.

Nick of Time

TRENTON, N.J.—Mercer Composite Squadron recently received an anonymous \$50 donation to be matched by any member or group of members within a two-week period. Up until the last day, not one cent came in. Halfway through the evening's meeting, the "hat" had only \$24 in it. Guest speaker Lt. Lee Wolford, USAF, 539th FIS, spoke on the Air Defense Command. All interest shifted to him. The money was counted again. This time the hat held \$51. The donation was saved!

Chaplain George W. Corcoran

PORTLAND, Me.—Chaplain George W. Corcoran, 57, of Windham Squadron, died after a long illness. He was a staff member at St. Joseph's College, Standish, and a member of the Knights of Columbus and Order of Alhambra. Funeral services were conducted by the Most Rev. Daniel J. Feeney, Bishop of Portland. Among those attending were Col. Norton H. Lamb, Maine Wing commander; National Air Chaplain Maurice R. Holt and Maj. Richard H. Decker, wing AF-CAP liaison officer.

Delayed Action

CHICAGO—D. R. Eichengreen, uniform buyer for Sears, Roebuck and Co., reports numerous inquiries were received from CAP members, through retail outlets across the country, regarding uniform purchases. Sears is now able to provide uniform items only . . . no insignia . . . for male members. Women's uniforms should be available this month. However, purchases must be made at retail stores, not through catalogs, catalog offices or telephone sales offices. Items will not be carried in stock, but will be special-ordered by retail outlets. Delivery will be prompt.

Membership Increase

WASHINGTON—New senior members now are joining CAP units at the rate of 1500 per month, according to personnel figures compiled here. The increase includes both brand new seniors and former members returning to CAP after an absence of two or more years. The substantial return of former members is attributed to improvements in the program and increased activities open to seniors. Current strength figures show there are approximately 56,450 active members in CAP. This includes 28,190 cadets.

Chaplain Conferences

WASHINGTON—Twenty-nine chaplains attended the Southeast Regional Chaplains Conference held at MacDill AFB, Fla. Chaplain (Lt. Col.) Samuel M. Bays, representing the Chief of Air Force Chaplains, spoke on the USAF Chaplain Program and AF interest in CAP. The Middle East Region meeting, at Shaw AFB, S.C., was attended by 24 chaplains. Ninth AF Staff Chaplain John St. John was the main speaker. At McGuire AFB, N.J., 40 chaplains of the Northeast Region heard Col. Seymour J. Simon, region commander, USAF Staff Chaplain John S. Bennett and Region Chaplain John S. Wagg.

Scholarship Winner

RAMEY AFB, P.R.—Cadet Lt. Evan Cruthers recently was named to receive a flight scholarship offered by the NCO Wives Club, through the auspices of Ramey Squadron.

Armed Forces Day

WASHINGTON—Commanders of all 52 wings have been designated to serve as CAP Armed Forces Day project officers in their respective commands. They will coordinate CAP activities with Service project officers within whose geographic areas their wings are located. Armed Forces Week runs from May 9-17, with major emphasis being placed on Armed Forces Day itself, May 16.

Academy Chapel Donations

WASHINGTON—Contributions ranging from \$5 to \$62 have been received from more than a dozen units during a voluntary fund drive to help defray the cost of interior furnishings for the new AF Academy chapel at Colorado Springs. National Air Chaplain Maurice R. Holt said the campaign, approved by National Headquarters, and also being conducted throughout the Air Force, is intended to help equip Protestant, Catholic and Jewish facilities of the chapel. Contributions should be forwarded to National Headquarters, Bolling AFB, 25, D.C., care of the National Air Chaplain.

Free Flight Training

CHICAGO—Some northwest suburban area cadet will be flying high by Armed Forces Day, May 16. He . . . or she . . . will be the recipient of a scholarship intended to take the lucky cadet through flight training, ending in solo flight. The Flight Scholarship is being presented by the 9631st AF Reserve Squadron of Des Plaines to the top cadet among six CAP squadrons which the 9631st furnishes with instructors. These include the Maine Township Squadron, Des Plaines; River Park Squadron, northwest Chicago; Barrington Squadron; Elgin Squadron; Pall-waukee Squadron in the Wheeling area and the PuPage Squadron of Bensenville. The winner will be named during the week preceding Armed Forces Day.



QUEEN'S BOUQUET is handed to Cadet 1/Sgt. Barbara Weagle by Capt. John L. Patrie during presentation ceremonies at the Worcester, Mass., Squadron's annual Military Ball, held this year in the Eden Gardens Restaurant. Cadet Weagle's escort for the evening was Cadet Lt. Calvin J. Bacon. More than 400 members from the Massachusetts and Connecticut Wings attended the ball. (Photo by Leonard C. Stranier.)

Wheaton Officer Asks Seven Questions on CAP

WASHINGTON — You volunteered in your first issue to answer gripes. Here are some of my questions:

1. Why can't senior members get commissions in the CAP and be commissioned auxiliary officers during war time?
2. Why can't cadets and officers have job codes like AFSCs?
3. Why not an OCS or aviation school for more seniors?
4. Why can't the seniors have membership in officers' or NCO clubs?
5. Why can't the government give something in the support of CAP training of cadets like Canada or Holland?
6. Why can't seniors get paid a low salary for their time and efforts?
7. Will CAP have a full dress uniform for special dances?

LT. CHARLES X. SURACI, JR.
Commandant of Cadets
Wheaton Squadron

- (1. Basic senior members have been advancing to officer rank status in CAP for many years both in wartime and peacetime. The term senior member includes both basic senior members and officers.
2. The Air Force Specialty Codes involve both a skill level and position. Skill levels result from long, formal and expensive USAF training, a counterpart of which does not exist in CAP.
3. CAP TIMES has had reports of CAP OCS schools in both the Indiana and Pennsylvania wings.
4. No one has a vested right to membership in clubs—admission to membership or associate membership is controlled by boards of governors of both officers and NCO clubs—and this varies from base to base. CAP seniors have on many occasions been extended courtesies of clubs, especially while on temporary duty on bases and occupying government quarters. Others go to clubs as guests of members.
5. Air Force support to CAP is limited by Congressional legislation. But there are the male cadet jet orientation course, the girl cadet jet age orientation course, summer encampments at USAF bases, the cadet exchange programs, and the drill competitions and international exhibi-

tion. Finally, cadet groups in these countries are the primary source of aviation cadets—CAP cadets are a single source.

6. You joined a volunteer unpaid civilian organization. The government pays no salary to anyone in an organization such as CAP.
7. No—the cost would be prohibitive for the majority of members. Whew!—Ed.)

Pacific Sets Conference In Nevada

SAN FRANCISCO—Strengthening individual staff responsibilities will be the theme of Pacific Region's 8th annual conference at Las Vegas, May 8 through 10.

Col. Howard Freeman, regional commander, will direct the sessions, assisted by Nevada Wing Commander Col. Raymond Smith.

Several thousand delegates from Washington, Oregon, California, Nevada and the new states of Alaska and Hawaii, are expected to attend. CAP's National Commander, Brig. Gen. Stephen D. McElroy, and members of his staff, will brief them on ways of increasing their competence in Civil Air Patrol and provide counsel on CAP problems.

Also on the program will be Maj. Gen. Sory Smith, ConAC's Fourth Air Force commander, Hamilton AFB, California.

Colonel Freeman declared that delegates will learn the long-range implications of their jobs and also exchange opinions and experiences with the ultimate goal of better understanding and performing their specific jobs within CAP.

Hawaiian CAP members at the convention will be given a special welcome.

Chief regional forces setting up the convention at Las Vegas are Lt. Col. John P. Pattison, project officer; Lt. Col. Coral Bloom, conference program director; and Lt. Col. Herbert Barnett, deputy commander. Nevada Wing staff members assisting include Colonel Smith, Capt. Joan Purinton, Nevada ISO, and SM John Repligle.

CAP Calendar

Regional Conferences

Pacific	Las Vegas, Nev. Riviera Hotel	8-10 May
Middle East	Washington, D.C. Mayflower Hotel	22-24 May
Rocky Mountain	Salt Lake City, Utah Newhouse Hotel	12-14 June

Special Conferences

Final Planning Conference, National Aviation Education Workshop and CAP Staff College, Montana State University, Missoula	11-13 May
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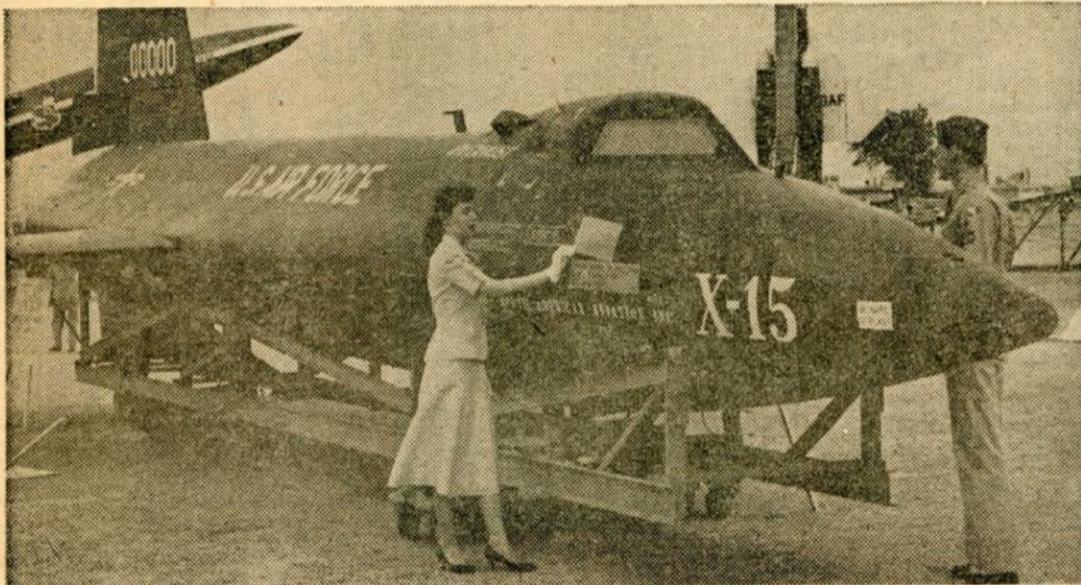
Regional Chaplain Conferences

Rocky Mountain and North Central	Hill Hotel Omaha, Nebr.	4-6 May
Great Lakes	Glenview Naval Air Station Chicago, Ill.	12-13 May
Southwest	Kelly Air Force Base San Antonio, Tex.	18-20 May

Special Events

USAF Firepower and U.S. Army Demonstrations	Eglin Air Force Base, Fla. and Fort Rucker, Ala.	5-10 May
General Aviation Fly-In (Sponsored by Federal Aviation Agency), National Aviation Facilities Experimental Center, Atlantic City, N.J.		9-10 May
CAP Anti-Sub Base 10 Reunion, Western Hills Inn, Fort Worth, Tex.		9-10 May
Fifth Annual Sterling Squadron CAP Air Show and Fly-In Breakfast, Sterling Municipal Airport, Sterling, Colo.		10 May
Armed Forces Day (in conjunction with Armed Forces Week 9-17 May)		16 May
"Adoption" of the Mercer Composite Squadron by the 539th Fighter Interceptor Squadron, USAF, McGuire Air Force Base, N.J.		30 May
Second Annual Air Fair and Exposition at Suffolk-Nansemond Municipal Airport (Sponsored by Suffolk CAP Squadron, Suffolk, Va.)		7 June
Fifth Annual C. R. Hoser Memorial Proficiency Flight sponsored by North Penn Squadron 904, Pennsylvania Wing, Wings Field, Ambler, Pa. (Rain date June 14)		7 June
National Aviation Education Workshop and CAP Staff College, Montana State University, Missoula, Mont.		29 June-31 July

2 Nevada Wing Cadets Tour World Congress of Flight



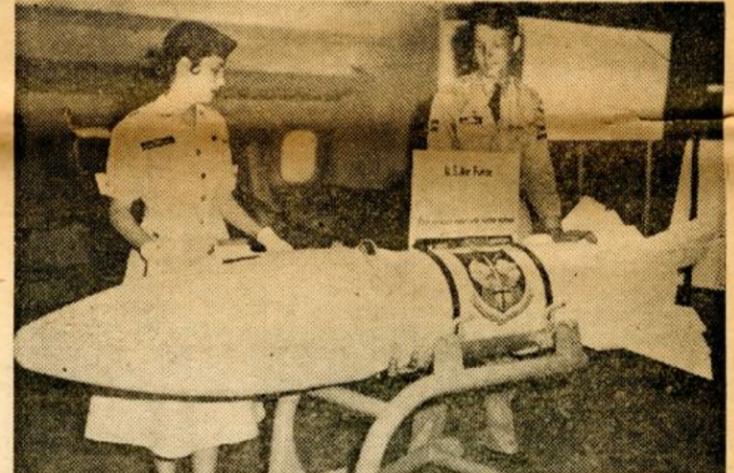
RESCUE INSTRUCTIONS on the X-15 attract the attention of Cadet Lt. Johanna Wenlow during her tour of exhibits at the World Congress of Flight, held in Las Vegas, Nev., last month. Her escort is Cadet 3/C Robert Friedrichs. Both are members of Clark County Group, which operated a VIP motor pool consisting of 50 Oldsmobile hardtop convertibles . . . 88's and 98's. The Group's commander is Lt. Col. James B. French of Boulder City. According to Ralph V. Whitener, managing director of the Congress, without the CAP unit's full cooperation the World Congress would not have been able to accomplish its mission successfully. By mid-week Capt. Dick Rodman and Capt. John Sumpolec had each contributed more than 140 hours to the motor pool operation. (Photos by Lt. Al Hughes.)



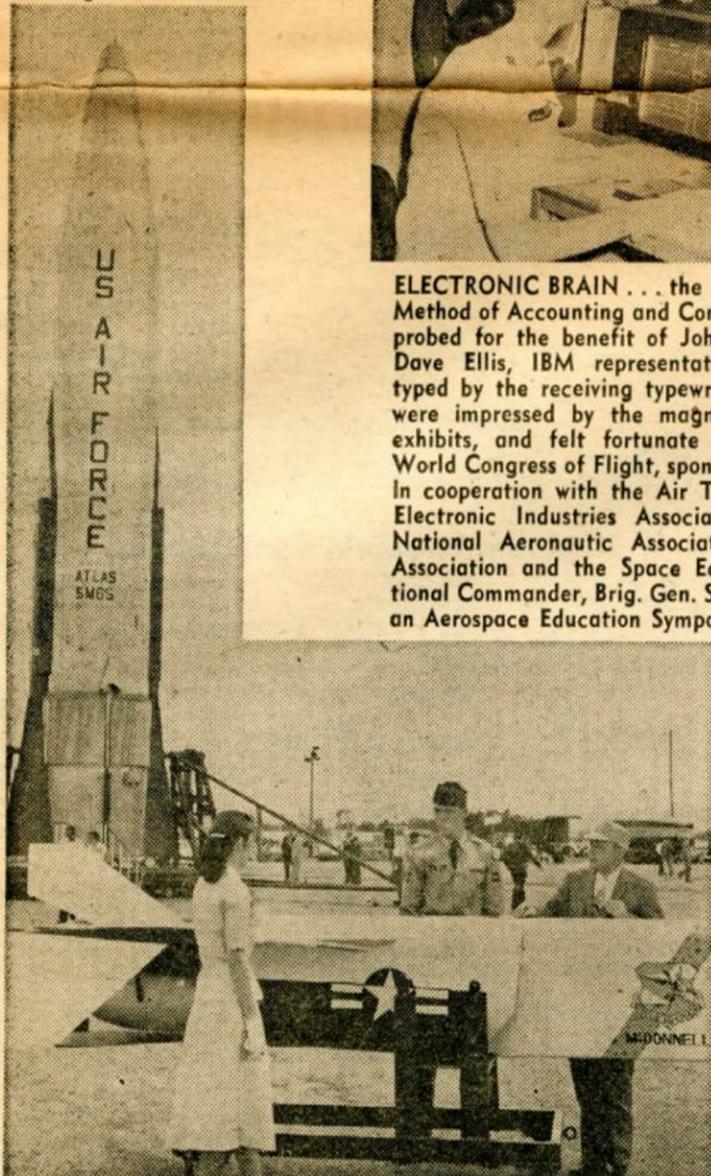
"READ YOU loud and clear," Johanna tells Robert, during their stop at the Bill Jack Instrument Co. exhibit, where they tried on some space helmets. Robert's helmet has a transmitter attached to it, so he broadcasts a CAP sales talk for Johanna's benefit.



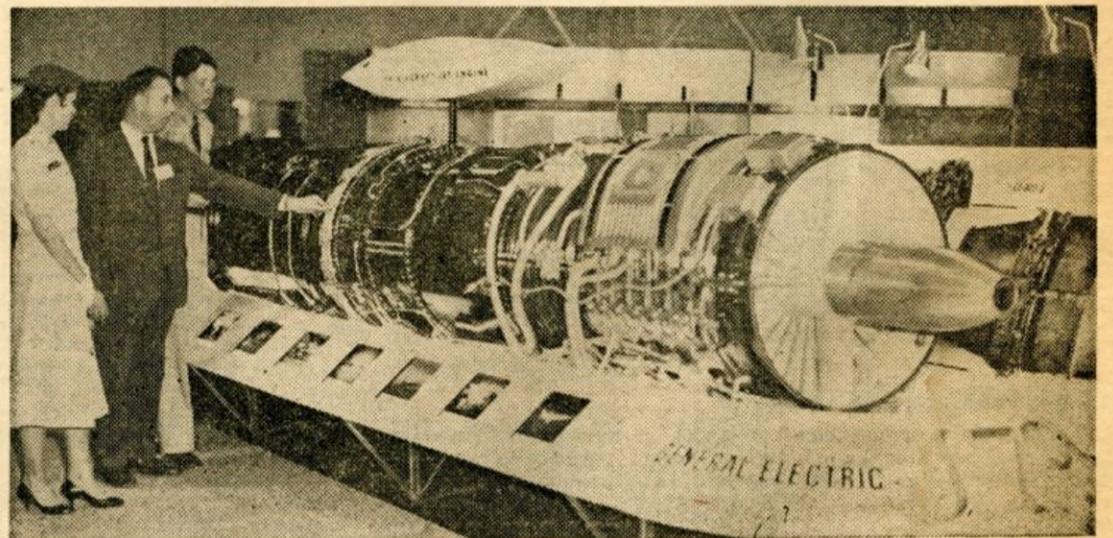
ELECTRONIC BRAIN . . . the IBM 305 RAMAC (Random Access Method of Accounting and Control) . . . has its memory processes probed for the benefit of Johanna and Robert. Looking on is Dave Ellis, IBM representative. Answers are automatically typed by the receiving typewriter on the console. Both cadets were impressed by the magnitude of industrial and military exhibits, and felt fortunate to be participants in this first World Congress of Flight, sponsored by the Air Force Association in cooperation with the Air Transport Association of America, Electronic Industries Association, Flight Safety Foundation, National Aeronautic Association, National Business Aircraft Association and the Space Education Foundation. CAP's National Commander, Brig. Gen. Stephen D. McElroy participated in an Aerospace Education Symposium during the World Congress.



CADETS HAVE a rare opportunity to see Air Force hardware as well as civilian aviation equipment that supplements knowledge they've gained from textbooks. Here they examine an MB-1 Genie, used by North American Air Defense Command on its F-101B McDonnell Voodoo. At another exhibit area, Johanna and Robert had a chance to enter the "shell" of an Atlas missile. They also examined a Discoverer satellite at close range.



DESCRIBING FLIGHT characteristics of the Quail missile, John Forry, McDonnell Aircraft Corp. representative, explains that the decoy is used by SAC B-52's for bombardment diversion. In the background is an Atlas ICBM.



15,000-POUND-THRUST class J79 powers six Mach 2 air weapons, including the F-104 Starfighter, holder of world records for speed, altitude and time-to-climb. The power plant is also used in the B-58, F4H, A3J, F11F-1F and Regulus II. With over 90% of this country's Mach 2 flight time, the J79 has demonstrated its ruggedness and reliability.

Reasons Listed for Channel Shift

BY MAJ. R. T. MELLICHAMP

VPO—While CAP communicators are now aware of the temporary HF channel changes being made, the reasons behind it all are perhaps not so obvious. Here is the background:

The National Commander's Communications Committee studied the HF interference problems for a year, compiled comprehensive studies, and evaluated all possible solutions.

A complete solution is not believed possible without additional

channels. The channel changes listed in the communications story on Page 1 of this issue of CAP TIMES appear best for overall effectiveness in emergencies. It's worth a good fair try anyway.

The old system had become impossible in some zones. The new will shift some critical TV interference areas. Adjustments will have to be made by region commanders to the limits of FCC authorized frequencies in areas where the new system is unworkable.

Every effort possible is being made to obtain additional channels, using as justification, reports furnished by regions and wings on unsatisfactory propagation conditions. We would like to hear further comments and recommendations through channels.

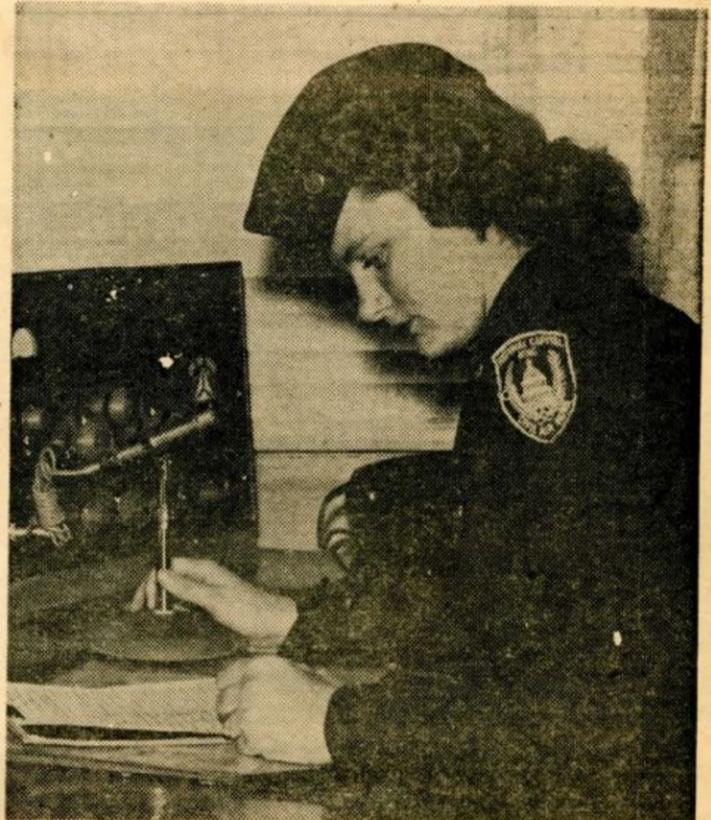
As indicated elsewhere in this issue, the change in frequency allocation is effective May 1 for all regions except Region 7 where the effective date is extended to June 1.

To avoid delay during the transition period a crystal exchange program will operate with procedure as follows:

- Crystals will be labeled as to type equipment, frequency, and owner (CAP or private.) The crystals exchange point will be regional headquarters unless further advised.

- The crystal exchange will be on a one for one basis wherever possible. When an equal number of crystals are not available a receipt will be issued with the receipt being used for exchange at a later date.

ON FREQUENCY. New York wing has published an exceptionally fine communications newsletter with a wealth of top-notch info . . . we are wondering how many copies are available for distribution to other wings . . . a custom-built transistor receiver, built by Maj. Leo W. Straff, Illinois wing projects officer, has been receiving much publicity . . . the set is only 10 inches square and is complete with loud speaker and batteries . . . at Danville, Va. ham operators and CAP members have joined



CHECKING THE NET, Cadet Lt. Jane Snellings, Bolling Composite Squadron, maintains her proficiency as the squadron's cadet communications officer.

forces to provide even better efficiency in Civil Defense and other emergency operations.

NIGHT ON THE NET. Listening on the net the other night we heard "A T-bird is down near Huntington, W. Va. . . CAP communicators and equipment standing by at the crash." A short message, yes, but behind it were

years of planning, training, and preparation to provide fast positive communications for any emergency.

EMERGENCY FREQUENCY 121.6. Applications for license are being accepted on FCC Form 406. Type acceptance requirements must be met. Multiple licensing is permitted.

Radio Band Change Set

(Continued from Page 1)

ern CAP communications system were considered by committee members in preparing CAPR 100-1. Six months' research and coordination were represented by the draft, written in plain language, which covers every facet of communications needed by the unit commander and his communications officer in order to establish their portion of the network.

A STANDARD Radio Operation Test, based on CAPM 100-2, was prepared and approved for a six-months' trial period. Copies of the test have been distributed to each region, and a sub-committee was appointed to study the test's effectiveness. A report of the sub-committee's findings will be submitted at the next NCCC meeting.

Even though the committee gave unanimous approval to the test, members agreed that final accept-

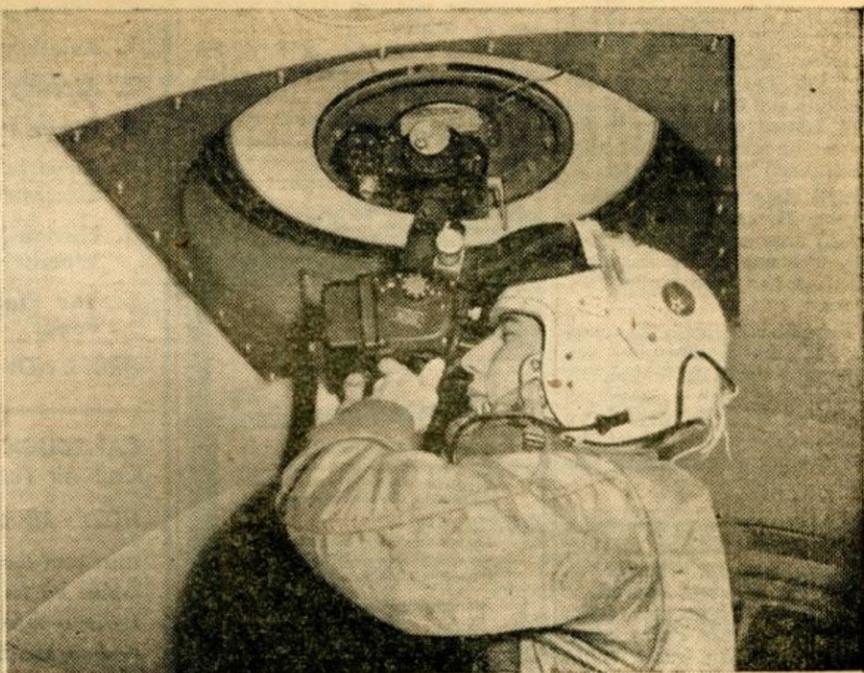
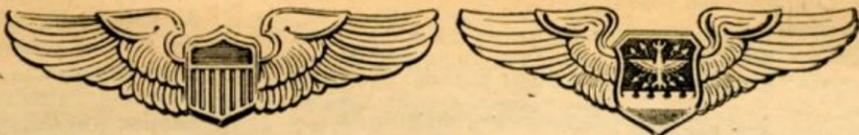
ance would depend upon the reactions of individual CAP units.

The FCC ruling that requires "type" acceptance of transmitters was discussed in detail. The committee decided that the petition to the FCC asking that CAP transmitters be excluded, was adequate. As soon as the government agency's findings are received, they will be published.

Committee members were told by Col. Ben McGlashen, chairman of the NCCC, that they were responsible for making sure CAP communications reached and maintained a high level of efficiency. Such status is vital in order for CAP to provide emergency communications assistance during any kind of disaster, the colonel said.

He also stressed the increasing importance of fast, reliable communications keeping pace with technological advancements in the electronics field.

THERE'S AN IMPORTANT FUTURE AHEAD FOR THE MEN WHO WEAR THESE WINGS



The Air Force pilot or navigator is a man of many talents. He is, first of all, a master of the skies—and no finer exists. In addition, he has a firm background in astro-navigation, electronics, engineering and allied fields. Then, too, he must show outstanding qualities of leadership, initiative and self-reliance. In short, he is a man eminently prepared for an important future in the new Age of Space. Find out today if you can qualify as an Air Force pilot or navigator. Paste the attached coupon on a postal card and mail it now.

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Box 7608, Washington 4, D. C.

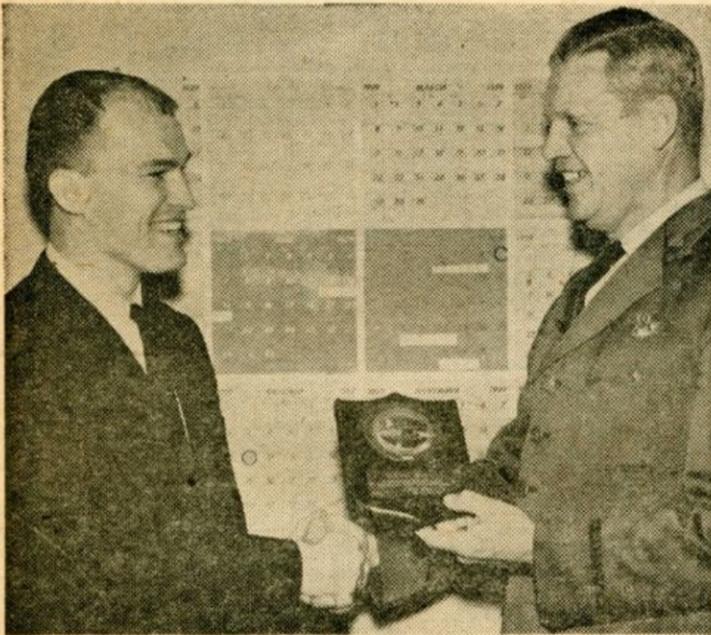
Please send me details on my opportunities as an Aviation Cadet in the U.S. Air Force. I am a U.S. citizen, between the ages of 19 and 26½ and a resident of the U.S. or possessions. I am interested in Pilot Navigator training.

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GRADUATE THEN FLY

U.S. AIR FORCE AVIATION CADET PROGRAM

Honor for Simenson



COLONEL EDWIN G. Simenson, at right, CAP deputy commander, receives from United Airlines representative Robert G. Minard a UAL plaque for "valuable contribution to air transportation progress." The ceremonies took place in Washington. Colonel Simenson, a West Point graduate, has flown more than 100,000 miles aboard scheduled air liners. Most of the mileage was logged in connection with 200 lectures and television and radio presentations from 1956 to 1958 while the colonel was a staff member of the Industrial College of the Armed Forces.

Five CAP Officers Die In Light Plane Crashes

WASHINGTON. — Five Civil Air Patrol officers were killed in separate light plane crashes in Illinois, Indiana, Texas, and Pennsylvania.

At Rockford, Ill., Lt. Col. James M. Bate, 36, and Maj. Billie H. Lynch, 34, were killed when their CAP L-4 struck a cable during a survey flight of flood areas requested by sheriff's personnel and Civil Defense.

Capt. Warren A. Anderson, Group 11 ISO, said the cable struck was one protecting high voltage lines from lightning. The L-4 plunged into the Rock river near a toll bridge and then floated about 400 feet downstream where it disappeared. The plane and the bodies were recovered six hours later.

Colonel Bate was commander of Group 11, composed of five Rockford area squadrons. Major Lynch, who apparently was flying the L-4, had been a pilot for 14 years.

Lt. Kenneth D. Reed, 29, commander of the Shelbyville, Ill. squadron and operator of the airport there, died with a passenger when a Piper Tri-Pacer went down in a snow squall near Greencastle, Ind. (See story elsewhere in this issue).

FATALLY injured in the Texas crash near Flyer's field in Oak Cliff near Dallas was Lt. Charles W. Buchanan, 37, assistant operations officer on the Southwest region staff. A former Air Force pilot, lieutenant Buchanan was a flight instructor with 7000 hours flight time.

Witnesses said the Aeronca Champion with Buchanan and another pilot aboard spun into a wheat field from about 1,000 feet altitude. Authorities were told that just before the accident the plane in banking maneuvers had been cutting with its propeller a paper ribbon tossed out in the sky.

Capt. Robert E. Horner, 32, Camp Hill, Pa., legal officer of the Pennsylvania wing, died when his twin-engine Piper Apache crashed 18 miles east of Harrisburg in bad weather. Captain Horner was enroute to a CAP conference at Allentown and had turned around due to weather.

He was a member of three bar societies, the American Legion, Sigma Chi fraternity, and active in civic activities. Captain Horner was single. He had been wing legal officer since 1955.

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Spotlight on CAP

WASHINGTON. — THE AIRMAN, official journal of the Air Force, published a four-page explanation with artwork of the history, missions, structure, and program of CAP. Author was T/Sgt. John K. O'Doherty, USAF, of the magazine's staff.

LeMay Urges Public Education On Problems of Jet-Age Aviation

LAS VEGAS, Nev. — Gen. Curtis E. LeMay, Vice Chief of Staff of the U.S. Air Force, has called for greater education and greater understanding on the part of the public of jet aviation problems such as the sonic boom.

"A nation's public will have a lot to say about the success of future jet airpower, whose developments will fall into the "Buck Rogers" category, according to General LeMay, who spoke before the Jet Age conference of the World Congress of Flight here.

"It is difficult for anyone to grasp the impact of some of the recent developments, no matter how much of an expert he might be," General LeMay remarked, "but it is almost impossible for someone who is completely unfamiliar with the problems of air operations to grasp the meaning of some of these new phenomena without assistance."

PUBLIC acceptance of these developments must be assured, if they are to continue, the Vice Chief of Staff warned.

He noted that people must be given the opportunity to understand these problems if "we are to continue to develop better equipment and to fly this equipment in the manner it was designed."

The facts—good and bad—must be presented clearly, and as early as possible, he advised.

"It is certainly far better to grow up with a problem, understanding what lies ahead, than to be suddenly confronted with something which is completely incomprehensible." General LeMay reminded his audience. "In light of this, public relations and public education on aviation problems will assume even greater importance in the future."

Speech in Illinois

SPRINGFIELD, Ill. — "The Development of Airpower in the Soviet Union" was the topic of Dr. Mervin K. Strickler, Washington, chief of aviation education at National Headquarters, in a speech at the Illinois wing conference here.

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For non-CAP purchasers this book will be sold for \$1.00 each. Workbook and Instructor Guide are not available for this booklet.

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will be issued on the basis of one for each booklet ordered. Additional copies of workbooks will be: 15c each.

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Introduction to CAP (CAP Manual 80-1) (booklet only)	_____	_____	_____	_____
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ROLL CALL

Cadet, Escort List For 1959 Exchange

WASHINGTON—The 20 CAP escort officers and 140 cadets who will take part in this summer's CAP-IACE program have been notified of the countries to which they are assigned.

The foreign host countries and the names of escorts and cadets assigned to each are as follows:

BELGIUM. CAP Escort Officer—Lt. Col. William H. Rhodes, Washington, D. C. Cadets—William W. Acton, Danville, Ill.; Robert T. Grantell, Washington, D. C.; Axel Kornfuhrer, Hopkins, Minn.; Ralph J. Carl, Valhalla, N.Y.; Gerald L. Thyne, Grand Junction, Colo. BRAZIL. CAP Escort Officer—Maj. Gunter W. Joseph, Lansing, Mich. Cadets—William G. Kobos, Valpariso, Fla.; Gerald D. Cain, Anniston, Ala.; Alexander F. Norcross, Atlanta, Ga.; Gerald P. Smith, Memphis, Tenn.; Jose R. Santos Carrucini, Comerio, P.R. CANADA. CAP Escort Officer—Maj. Robert T. Aughton, Long Beach, Calif. Cadets—William R. Robinson Jr., Oklahoma City, Okla.; Gary A. James, Oklahoma City, Okla.; Thomas F. White, Bartlesville, Okla.; William D. Luther, Lufkin, Texas; Sammy A. McKaskle, Damascus, Ark.; Richard R. Smith, Garland, Texas; Gregory A. Kuehner, Tucson, Ariz.; Kenythe R. Minor, Decatur, Ga.; Charles G. Hilborn Jr., Shreveport, La.; Victor W. Whitehead, Greenwood, Miss.; Roy B. Liggett Jr., Montgomery, Ala.; Bert R. Reinsteln, Sulphur, La.; Thomas V. Arnold, Shreveport, La.; Duane E. Walker, Albuquerque, N.M.; Jimmie L. Johnson, Los Alamos, N.M.; Charles Van Every, Yuma, Ariz.; Thomas D. Bowles, Magnolia, Ark.; Jose E. Gavilan, Cayey, P.R.; Henry C. Merhoff, Morristown, Tenn.; Rene A. Coto, Bayamon, P.R.; Badger D. Moring, Gainesville, Fla.; Robert V. Goodie, Jr., Jacksonville, Fla.; Martin R. Miller, Dallas, Texas; Buddy M. Stewart, North Amory, Miss.; Delfin Olmo Figueroa, Arecibo, P.R. CHILE. CAP Escort Officer—2nd Lt. Robert W. Helber, Hawthorne, Calif. Cadets—John D. Ryan Jr., Houston, Texas; Raymond D. Tinnin, Lathrop, Calif.; Robert A. Lodge, Lynbrook, N.Y.; Joseph J. T. Dillman, Philadelphia, Pa.; Daniel M. Bremner, Sheboygan, Wis. CUBA. CAP Escort Officer—Capt. John E. Dowty, Bakersfield, Calif. Cadets—Robert E. Madel, New Haven, Conn.; Ted H. Lamb, North Hollywood, Calif.; Phil J. Hamilton, Billings, Mont.; James L. Turbyfill, Charlotte, N.C.; Robert E. Cole, Hampden, Maine. DENMARK. CAP Escort Officer—Lt. Col. Arthur W. Lenzl, New Haven, Conn. Cadets—Raymond A. Sztaba, New Britain, Conn.; Jerry F. Colson, Camas, Wash.; Richard C. Walsh, Dearborn, Mich.; Louis J. Newcome, Fairbanks, Alaska; Charles H. McClure, London, Ky. FRANCE. CAP Escort Officer—Capt. Harry Kirby Kram, Wilmington, Del. Cadets—Walter D. Gould, Ephrata, Wash.; Thomas H. Miyashiro, Kailua, Hawaii; Earl F. Mount, Huntington, W. Va.; Larry D. Hansen, Sioux Falls, S.D.; Patrick W. Stodola, Hammond, Ind. GREAT BRITAIN. CAP Escort Officer—Lt. Col. James C. Reddig, Webster, N.Y. Cadets—James R. Biggs, Denver, Colo.; Bradford A. Jacobson, Sheridan, Wyo.; Gerald W. Sybertz, Richland, Wash.; Peter W. Hughes, N. Hollywood, Calif.; Steven O. Eaton, Wallingford, Vt.; Thomas N. Vanner, Warwick, R.I.; Vern W. Bangerter, Bountiful, Utah; Alex S. Beloff, Rosford, Ohio; David J. Lofgren, Mayo, Md.; Ted A. Shell, Council Bluffs, Iowa; William K. Colbath, Portland, Maine; Lloyd L. Lank, Wichita, Kans.; Douglas F. Israel, Pisgah Forest, N.C.; Robert A. Eggert, Milwaukee, Wis.; Jerry R. Williams, St. Louis, Mo.; Roger N. Cartier, Holyoke, Mass.; Alwyn Lloyd, Glenside, Pa.; James F. Hutchins, Bloomfield, N.J.; Edwyn M. Salki, Waipahu, Hawaii; Richard R. Dode, Hot Springs, S.D.; Edward D. Jenkins, Charleston, S.C.; Robert E. Lemay, Manchester, N.H.; William J. Curran, East Hartford, Conn.; Lloyd E. Spoonholtz, Des Moines, Iowa and Ronald L. McAninch, Pueblo, Colo. GREECE. CAP Escort Officer—Lt. Col. Martin R. Murray Jr., Wiggins, Colo. Cadets—Thomas E. Hassing, Missoula, Mont.; Beverly A. Bell, Roanoke, Va.; Robert W. Boisvert, Vineland, N.J.; George E. Fithen, University City, Mo.; Carroll H. Briggs Jr., Castro Valley, Calif. ISRAEL. CAP Escort Officer—1st Lt. Exell T. Ward, Lake Charles, La. Cadets—John J. Frost, LaGrange, Ill.; Donn O. Owens, Kirkland, Wash.; Thomas W. Goad, Alexandria, Va.; David M. Buffum, Minneapolis, Minn.; Lawrence Dykas Jr., Chatham, N.J. ITALY. CAP Escort Officer—Lt. Col. Ross J. Sedita, Birmingham, Ala. Cadets—Daniel J. Drost, South Bend, Ind.; Roy W. Dahlin Jr., Aies, Hawaii; Joseph L. Crenans, Juneau, Alaska; Timothy J. Whitney, St. Louis, Mo.; John M. Petrucci, Providence, R.I. MEXICO. CAP Escort Officer—Maj. Henry S. Herr, Philadelphia, Pa. Cadets—Charles E. Letteer, Williamsport, Pa.; Raymond G. LePage, Lewiston, Maine; James P.

Bailey, Wilmington, Del.; Carmen J. DiPietro, Roxbury, Mass.; John A. Yeager, Salt Lake City, Utah. NETHERLANDS. CAP Escort Officer—Lt. Col. Norvell E. Wicker, Louisville, Ky. Cadets—Max S. Taggart, II, Ontario, Idaho; Jon A. Davies, Hendersonville, N.C.; Bruce A. MacDonald, Bennington, Vt.; Ted A. Wafart, Louisville, Ky.; John O. Cotton, Beltsville, Md. NORWAY. CAP Escort Officer—Maj. Hardin P. Erickson, Minneapolis, Minn. Cadets—James W. Scott, Bedford, Ind.; Richard D. Krause, Camas, Wash.; Edmund H. Smith Jr., Wilmington, Del.; J. Allen Titus, Arthurdale, W. Va.; Michael D. Cullivan, Carmichael, Calif. PERU. CAP Escort Officer—Maj. Wilson L. Akins, Grants, N.M. Cadets—Robert J. Martinez, San Antonio, Texas; Richard A. Kolar, LaGrange, Ill.; Bruce E. Barstow, Philadelphia, Pa.; Brian E. Charnick, New York, N.Y.; Thomas M. Bost, III, Lynchburg, Va. PORTUGAL. CAP Escort Officer—Lt. Col. Joseph J. Gallo, Lake Worth, Fla. Cadets—Charles E. Smith, Philadelphia, Pa.; Danny R. Kelly, Hawthorne, Nev.; Robert B. DiCiccio, Shrewsbury, Mass.; Maurice H. Reverson, Mankato, Minn.; Richard H. Day, Overland Park, Kans. SPAIN. CAP Escort Officer—Maj. Charles R. Thulin, Springfield, Ohio. Cadets—Barry M. Sushinsky, Chicago, Ill.; Leroy E. LaCelle, Dearborn, Mich.; Wayne P. Zemke, West Allis, Wis.; Ivar H. Tombach, Rolling Hills, Calif.; Stanton W. Aitzman, Philadelphia, Pa. SWEDEN. CAP Escort Officer—Capt. Rupert W. Grahm, Lynn, Mass. Cadets—Robert J. Brock, Elmhurst, N.Y.; William S. Nowland, Wyoming, Ohio; Edward W. Palkainen, Milford, Mich.; Wayne B. Grosso, Reno, Nev.; Louis J. Meoli, Norristown, Pa. SWITZERLAND. CAP Escort Officer—Lt. Col. Wallace A. Kapaun, Fargo, N.D. Cadets—Arnold M. Lefl, Brooklyn, N.Y.; Ian A. Worley, North Jackson, Ohio; Edward I. Hicks, Aiken, S.C.; Ralph L. Williams, Scottsbluff, Neb.; William P. Hanson, Grafton, N.D. TURKEY. CAP Escort Officer—Lt. Col. Harold S. Miles, Fort Worth, Texas. Cadets—William A. McLaren, Nesconset, N.Y.; James D. Fugise, Pontiac, Mich.; Kenneth P. Boyle, Suitland, Md.; Mario A. Skurdal, Fargo, N.D.; Douglas L. Kinman, Casper, Wyo.

Cadet, Escort Assignment Listed For International Exchange Trips

(Continued from Page 1)

will leave for overseas on July 14 from Andrews AFB, Md., and are scheduled to return to the United States on August 13.

Cadets and escorts headed for Brazil, Chile, Cuba and Mexico will leave the United States on July 14 and return a month later. They are receiving specific instructions for reporting at departure points from National Headquarters.

Cadets and escorts scheduled for Canada report to Bolling AFB on July 18, and return to their home wings about August 7 or 8. This eliminates the layover in Washington experienced by Canada-bound contingents in previous years.

Europe-bound cadets and escorts will be airlifted by Military Air Transport Service. The group for Great Britain will be dropped off there, and those headed for Continental European and Middle Eastern countries will go to Rhein/Main AB, near Frankfurt, West Germany.

A USAF C-54 will leave Rhein/Main July 16 to drop off cadets and escorts at Ankara, Turkey; Tel Aviv, Israel; Athens, Greece and Rome, Italy. Cadets from those four countries will be flown to Rhein/Main on the same flight.

Three C-47 transports, also from USAF, will leave Rhein/Main the following day to deliver the CAP contingents to Paris, France; Madrid, Spain; Lisbon, Portugal;

Brussels Belgium; The Hague Netherlands; Bern, Switzerland; Copenhagen, Denmark; Stockholm, Sweden, and Oslo, Norway. They will return cadets from those countries to the Rhein/Main assembly point.

The foreign cadets then will be flown to the United States by MATS airlift. They are expected to arrive in New York City, July 20. There they will be entertained and go sightseeing for two days, and depart for their host wings July 23. Capt. William H. Schuelie, CAP, a member of the New York Wing staff, is chairman of the committee arranging the New York program.

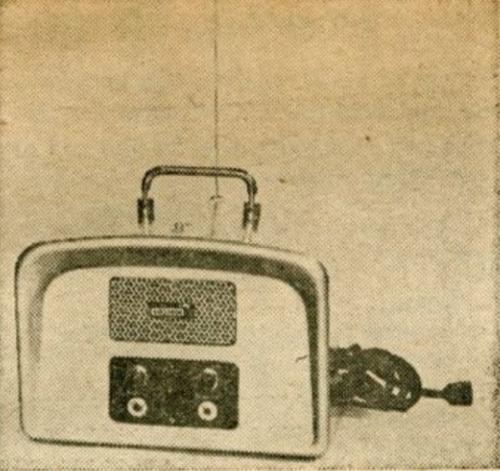
Host wings for the foreign cadets, and the groups visiting them are: Alabama—Greece, California—Switzerland, Connecticut—Norway, Delaware—Italy, Florida—Denmark, Idaho—Cuba, Illinois—Spain, Iowa—Peru, Michigan—

Brazil, Minnesota—Great Britain, Montana—Sweden, Nebraska—Turkey, New Hampshire—Portugal, New Jersey—Israel, New Mexico—Chile, New York—Belgium, Oklahoma—Netherlands, Tennessee—Mexico, Virginia—Canada, and West Virginia—France.

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Naples Residents Contribute to CAP

NAPLES, Fla.—Two Naples residents have made cash donations to the Naples CAP Squadron to help defray fuel and maintenance expenses of the daily Sundown Patrol flights.

A. K. Marsh, a newcomer to Naples, and Louis McLean, a member of the Coast Guard Auxiliary here, were the two Sundown Patrol contributors.

Marsh, whose 14 year old son John is a new CAP cadet, told a reporter, "These boys are rendering a great service and I don't see why they have to spend their own money."

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STAMPS AND COINS

Seek Help of Friends When Starting Hobby

By BILL OLCHESKI
Stamp and Coin Editor, Air Force Times

ONCE the decision has been made to start a stamp collection, the would-be collector should begin a canvass of all possible immediate and future stamp sources. Traditionally, the trunk in the attic is the jumping-off point for any stamp search. There is always the chance a rare or valuable stamp may be found nesting atop one of Grandma's old love letters.

It is well to bear in mind that, in some instances, the envelope (or cover as it is known to collectors) on which the stamp is pasted may increase its value philatelically.

Collecting stamps on envelopes is known as cover collecting. Any stamps on older covers should be checked by a collector familiar with their value before they are removed from the envelope.

Once the stamps have been gathered from the home attic and the attics of cooperative neighbors, the search must turn to stamps of more recent vintage. These can come from mail received at home and from clipping the envelopes received by banks and other places of business.

Being on friendly terms with a businessman who gets a large amount of mail is one of the best ways to accumulate a mass of stamps.

For the collector who does not have access to sufficient "free" stamps, a good beginning can be made by the purchase of one or more "packets" from a stamp dealer.

These offer no individual choice of stamps to the buyer, but generally contain a selection representing many countries and many types of stamps. It is easiest to start with a general foreign packet as it is cheapest and offers most variety.

Packets of US stamps also are available. These are usually more expensive since there are fewer varieties of US stamps.

Stamps in packets are sold either on or off-paper. "On Paper" means they are still attached to a portion of the envelope or paper on which they were originally pasted.

To be of value to a collector, stamps must not be damaged in removing them from the paper or backing to which they are attached. The easiest way to remove them is with plain tap water.

The stamps, attached to their backing, are dropped into a pan of warm—not hot—water and allowed to soak until they float free of the backing material. They are then removed and placed picture side down on some newspaper. This allows the stamps to drain and dry. If they are placed gum side down, the stamps will stick to the newspaper and have to be washed again.

Care must be taken when putting stamps in to soak to eliminate any on which the backing is likely to fade and discolor other stamps being washed at the same time.

Next month we will go into some definitions of importance to the beginning collector.

UNITED STATES. A 49-star flag commemorative is scheduled for issue July 4 at Washington, D.C. The stamp will be the four-cent denomination. An initial print order of 120 million is planned. The stamp will be printed in red and blue on white, with tassels of deep yellow attached to the flag pole.

Two stamps will be added to the regular series during June. On June 6 a 12-cent stamp will be issued at Oxford, Ohio. It will feature a portrait of Benjamin Harrison, 23d president.

On June 17 a new two and one-half cent stamp will be issued at Boston, Mass. It will show the Bunker Hill Monument and the Revolutionary War flag of Massachusetts.

First day cover orders on the 12-center go to the Postmaster at Oxford, Ohio. Orders for Bunker Hill Covers go to the Postmaster, Boston 9, Massachusetts.

Remember that covers to receive first day cancellation must be prepaid at the first-class rate of four cents per ounce. Collectors, therefore, are requested to allow for two of the new stamps on each envelope desired.

THIS IS your column. Your stamp editor would like to hear from you regarding the type news you'd like to see in the column. Among possible future changes is the development of a swap club. Write and let us know what you think of the idea.

Questions about stamps or coins will be answered if accompanied by a stamped, addressed envelope.

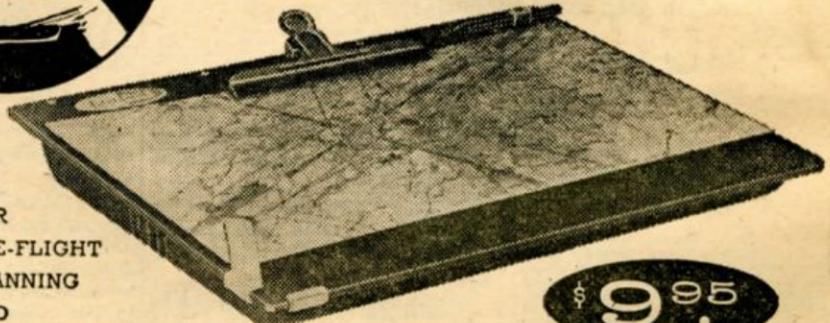
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<input type="checkbox"/> U.S. News & World Report	39 wks	3.67

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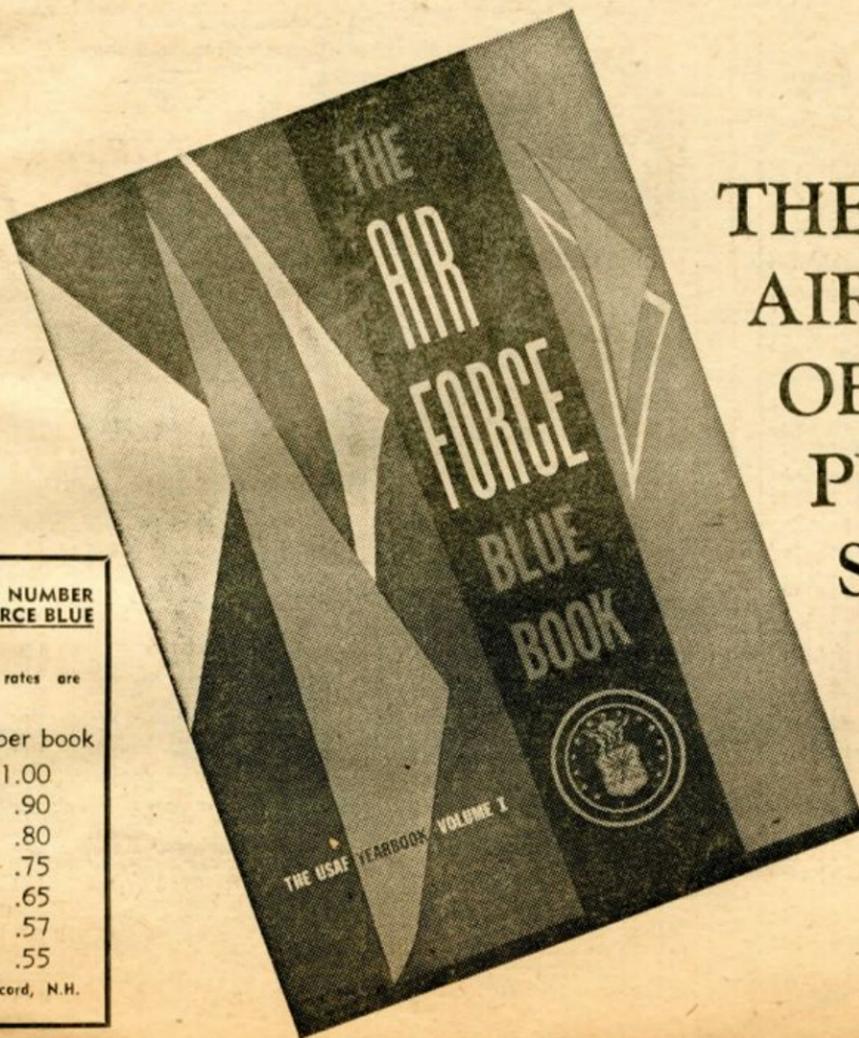
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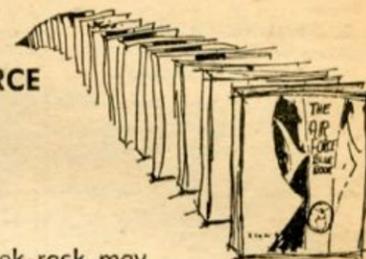
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CAP ORDERS

GENERAL ORDERS

ASSUMPTION OF COMMAND—Under the provisions of Article XVI of the Constitution of the Civil Air Patrol and Amendment Number 23 of the By-Laws of the Civil Air Patrol, adopted 10-11 May 1957 (Minutes, National Board, pages 11-14), paragraphs 5c and 4, Air Force Regulation 46-4, 13 February 1955, and paragraph 3, Special Order A-5012, Department of the Air Force, 24 November 1953, the undersigned hereby assumes the duties and functions of the National Commander, Civil Air Patrol, effective this date (1 April 1959), vice Major General Walter R. Azeo, USAF, relieved.

STEPHEN D. McELROY
Brigadier General, USAF
National Commander

Appointments

GARTER, James F., Col. (temp), CAP 9841, appointed Acting Commander, Alaska Wing, vice Col. Harry E. Stiver, resigned, effective 6 March 1959.

DENHAM, James A., Col. (temp), CAP 517351, appointed Acting Commander, Kentucky Wing, vice Col. (temp), Carlos O. Puckett, relieved, effective 6 March 1959.

MC ELROY, Stephen D., Brig. Gen., USAF 9538A, appointed member of the International Drill Exhibition Committee.

MC DERMID, Malcolm, Col. CAP 713071, appointed member of the International Drill Exhibition Committee.

TURNER, Paul W., Col., CAP 4574, appointed member of the International Drill Exhibition Committee.

CASADAY, Thomas C., Lt. Col., CAP 561-259, Alabama Wing, appointed member of National Commander's Training Committee.

HAMPTON, THOMAS K., Col. USAF 3228A, appointed chairman of the D. Harold Byrd Leadership Awards Committee.

PECK, Donald L., Lt. Col., USAF 40829A, appointed member of the D. Harold Byrd Leadership Awards Committee.

HOLT, Maurice R., Lt. Col., USAF 18767A, appointed member of the D. Harold Byrd Leadership Awards Committee.

WEBB, Charles W., appointed recorder of the D. Harold Byrd Leadership Awards Committee.

Exceptional Service Awards

FREEDMAN, Jesse, Lt. Col., CAP, 23113, California Wing, is awarded the Exceptional Service Award for period Jan. 30, 1942-Feb. 15, 1959.

PIERCE, Vernon E., Lt. Col., CAP 9114240, California Wing, is awarded the Exceptional Service Award for period Nov. 2, 1953-Feb. 15, 1959.

MARSTON, Harvey E., Maj., CAP 915352, California Wing, is awarded the Exceptional Service Award for period Jan. 27, 1953-Feb. 15, 1959.

Meritorious Service Awards

BROWN, Howard P., Lt. Col., CAP 919004, California Wing, is awarded the Meritorious Service Award for period June 27, 1946-Feb. 15, 1959.

DOLIN, Gene, Capt., CAP 112115, California Wing, is awarded the Meritorious Service Award for Feb. 28, 1959.

Distinguished Service Award

GERNT, Walter C., Col., CAP 634785, Retired, Michigan Wing, is awarded the Distinguished Service Award for period Sept. 1, 1953-Sept. 1, 1958.

Meritorious Service Award

LEPORE, Marie C., Lt. Col., CAP 14854, Massachusetts Wing, is awarded the Meritorious Service Award for period Mar. 10, 1942-Jan. 23, 1959.

Honorary Membership

REEVES, Clarence, Mustang, Michigan, is made an honorary member of the Civil Air Patrol.

PERSONNEL ORDERS

Appointments or Promotions

Northeastern Region

Appointed Chaplains:
MORRISSEY, John F., 1/Lt., CAP 10924903, Athol-Orange Cdt. Sq., Mass.
RICHENFELDER, Joseph F., 1/Lt., CAP 10024011, Peekskill Comp. Sq., N.Y.
GOODMAN, Fidelis C., 1/Lt., CAP 4911042, Ossining Comp. Sq., N.Y.
ROBERTS, Daniel F., 1/Lt., CAP 131223, Rutland Comp. Sq., Vt.

CARPENTER, Leon A., Capt., CAP 111548, D/Sup., Maine Wing, Me.
DURHAM, Blaine L., Capt., CAP 10912858, Comdr., Hancock City Comp. Sq., Me.
GUENTHER, Albert J., 2/Lt., CAP 10915596, Comd. O., Auburn Comp. Sq., Me.
HACHE, Edmond J., Capt., 112115, Chpt., Waterville Flight, Me.
HAPGOOD, J. Frances, 1/Lt., CAP 1000-5332, ISO, Maine Wing, Me.
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DECHENE, Charlotte O., 2/Lt., CAP 10014559, Pers. O., Great Lakes Region. ROSE, Gordon P., Maj., CAP 10005159, D/Cdts., Great Lakes Region.

GRAY, Ralph E., Jr., Maj., CAP 10019548, C/Cdts., Proviso Township Comp. Sq., Ill. LANKFORD, Kern, Capt., CAP 619227, Comdr., Gp. 9, Ill.

ROSS, Thomas M., Maj., CAP 912937, D/Tng., Illinois Wing, Ill. SHORT, Charles C., 1/Lt., CAP 10024157, Comdr., Cambridge City Sr. Sq., Ind.

BUTLER, Myrtle L., 1/Lt., CAP 10005969, Exec. O., Lansing Comp. Sq. #637-4, Mich. COLLIER, Alton K., Capt., CAP 10003640, Exec. O., Southeastern Gp. #6317, Mich.

COLLIER, Bernice M., 2/Lt., CAP 10014823, Pers. O., Southeastern Gp. #6317, Mich. DAVENPORT, William S., 1/Lt., CAP 10014285, Comdr., Tecumseh Comp. Sq. #6317-4, Mich.

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McPHERSON, Robert W., Maj., CAP 517244, D/Comm., Gp. #5, Ohio. MARKINS, Clarence E., 2/Lt., CAP 5110590, Exec. O., Athens Comp. Sq. #1103, Ohio.

MOORE, Maxine M., 2/Lt., CAP 10020763, Coord/W., Wood Cty. Comp. Sq. #606, Ohio. MORRIS, Charles W., 2/Lt., CAP 10017581, A/ISO, Springfield Comp. Sq. #702, Ohio.

PATTON, Robert W., Capt., CAP 519289, Comm. O., Gp. #3, Ohio. PUGH, George L., 2/Lt., CAP 10021151, ISO, Springfield Comp. Sq. #702, Ohio.

RADEB, Eugene L., 1/Lt., CAP 517578, Ops. O., Springfield Comp. Sq. #702, Ohio. REIS, William A., 1/Lt., CAP 5110458, Tng. O., Gp. #5, Ohio.

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WINDUS, Glenn L., 2/Lt., CAP 10019882, C/Cdts., Lake Cty. Comp. Sq. #410, Ohio. AMUNDSON, Glenn A., 2/Lt., CAP 10019791, Av. Ed. O., Eau Claire Comp. Sq., Wisc.

BEARDEN, Joseph N., Capt., CAP 10019792, Comdr., Green Bay Sr. Sq., Wisc. BLOUNT, Ruth E., 2/Lt., CAP 10022392, Admin O., Paper Cities Sr. Sq., Wisc.

BODCH, Juanita J., 1/Lt., CAP 10012175, C/Cdts., Waukesha Comp. Sq., Wisc. BORNEMAN, William T., Capt., CAP 626384, Comm. O., Chippewa Falls Comp. Sq., Wisc.

CARLSON, Raymond E., 2/Lt., CAP 416909, Ops. O., Marquette Comp. Sq., Wisc. DULL, Sherman E., Capt., CAP 626379, C/Cdts., Chippewa Falls Comp. Sq., Wisc.

EMERY, Gordon D., 2/Lt., CAP 10019795, Adj., Reedsburg Sr. Sq., Wisc. FORSBERG, Arne L., 1/Lt., CAP 624790, Pers. O., LaCrosse Comp. Sq., Wisc.

HEISER, Omer E., 2/Lt., CAP 10017537, Exec. O., Beloit Comp. Sq., Wisc. JOHNSON, James E., 2/Lt., CAP 10019697, Coord/W., Paper Cities Sr. Sq., Wisc.

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LARSON, Norman B., Capt., CAP 626381, Ops. O., Chippewa Falls Comp. Sq., Wisc. LUREN, Harland L., Capt., CAP 10009448, Adj., Eau Claire Comp. Sq., Wisc.

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MAY, 1959 Pacific Region Appointed Chaplains: BILLS, Andrew A., 1/Lt., CAP 10014744, Inyorkern Comp. Sq. #82, Calif.

ALLEGRO, Sam J., 1/Lt., CAP 10010284, A/Sup. O., San Joaquin Valley Gp. #12, Calif. BALDWIN, Donald P., 1/Lt., CAP 10005247, Exec. O., Palo Alto Comp. Sq. #70, Calif.

BANDY, Robert B., Capt., CAP 9121880, Pers. O., Visalia Comp. Sq. #100, Calif. BRILLANTINE, Annette, 2/Lt., CAP 10013335, A/Sup. O., Oakland Sr. Sq. #12, Calif.

CAMERON, George A., 1/Lt., CAP 10009551, Comm. O., Richmond Comp. Sq. #16, Calif. DENNIS, Dorothy K., 1/Lt., CAP 9121937, A/Pers. O., San Joaquin Valley Gp. #12, Calif.

ELLIS, Sarah V., 2/Lt., CAP 10014679, Adj., Peninsula Gp. #2 Cdt. Sq., Calif. FRANTZ, Arthur C., Capt., CAP 10003988, D/Trans. Calif. Wing, So. Area, Calif.

FRYE, William E., 1/Lt., CAP 9117737, Comm. O., San Gabriel Valley Gp. #15, Calif. GODDER, Paul O., Maj., CAP 9121922, D/Adm., Calif. Wing, So. Area, Calif.

GRAHAM, Donald, 2/Lt., CAP 9119183, Comm. O., Bakersfield Comp. Sq. #88, Calif. GUDGEL, Robert W., 2/Lt., CAP 10017330, Tng. O., Merced Comp. Sq. #58, Calif.

GUENTHER, Lona C., 2/Lt., CAP 10012536, Trans. Ohio, California Wing, Calif. GUTFIELD, Barry L., 1/Lt., CAP 10011698, Eng. O., Visalia Comp. Sq. #100, Calif.

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Rocky Mountain Region

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 WINCHELL, Everett I., 2/Lt., CAP 10019065, Ops. O., Laramie Comp. Sq., Wyo.

Southeastern Region

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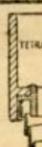
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 HAWKINS, Talma L., 2/Lt., CAP 463048, A/Coord/W, Anniston Comp. Sq., Ala.
 HOOPER, John W., 2/Lt., CAP 10020963, Sup. O., Huntsville Comp. Sq., Ala.
 KAUFMANN, Fred E., Capt., CAP 10000009, Eng. O., Huntsville Comp. Sq., Ala.
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 PATCHELL, James M., Capt., CAP 462520, Trans. O., Montgomery Comp. Sq., Ala.
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 ROBINSON, George F., 1/Lt., CAP 462941, Av. Ed. O., Anniston Comp. Sq., Ala.
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 BURNETTE, Van T., 2/Lt., CAP 10018798, Coord/W, Winter Haven Comp. Sq., Fla.
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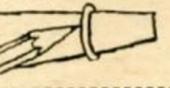
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Indiana Wing Finds Wreck; Camden Unit Rescues Boys

WASHINGTON — CAP searchers found "one of their own" in a midwest REDCAP as the auxiliary added six more "finds" to the 11 reported in the last issue of CAP TIMES.

Found two miles northeast of Greencastle, Ind. by an Indiana Wing air crew was the wreckage of a Piper Tri-Pacer containing the bodies of Lt. Kenneth D. Seed, commander of the Shelbyville, Ill., squadron, and a passenger.

Sighting was made by Lt. Robert Brobst, pilot, and Lt. Bill Muston, observer, both of the Alexandria, Ind. squadron. The TERRE HAUTE STAR reported Brobst landed the search plane in a nearby field and walked with Muston to a home near Greencastle to notify state police and CAP ground search crews. Brobst and Muston then returned to the plane and circled the area until a police helicopter arrived.

Lt. Reed was enroute from Mansfield, Ohio to Shelbyville when he ran into a severe snowstorm. Last contact was with Indianapolis radar which was guiding Reed through the weather.

Robert Primmer, Shelbyville squadron ISO, and Maj. Helen B. Rhodes, Indiana Group 5 ISO, said 50 planes and 150 personnel of the wings participated in the search. Maj. Oren C. Lauer, Mattoon, was mission commander for Illinois. Terre Haute Squadron Commander James R. Baggs headed the Indiana effort with Lt. Joseph T. Bordeaux and Capt. Robert Abel in charge of communications.

NEAR CAMDEN, S. C., a CAP air search crew found two missing 13-year-old boys within 30 minutes

after take-off. Lt. John W. Jeffords, Camden Composite Squadron ISO, said it was the first search with squadron equipment for missing persons. The boys were sighted in a boat on the Wateree river near the Sumter-Columbia highway. The Camden-Kershaw county rescue squad picked up the boys after the location was radioed from the air.

In CAP's Southwest Region, Joe Mosier, commander of the CAP unit at Sedona, Ariz., spotted from the air two missing amateur prospectors. Mosier directed a jeep-equipped ground crew to the scene and the men were returned to Sedona for their first meal in 48 hours.

Rescued were Earl Huff, 49, and Tom Kotsinelos, both of Prescott. The men said they ate range grass to keep up their strength after their jeep stalled in snow and mud 30 miles northwest of Sedona.

"We were sure mighty happy when that plane spotted us because we weren't quite sure where we were," Huff told the rescuers.

NEAR HOLLISTER, Calif., about a mile south of Pacheco peak, CAP found the wreckage of an Army helicopter and the bodies of four men aboard.

The "find" of the chopper enroute from Stockton to Fort Ord was credited to Maj. Russell Rice, commander of Squadron 56 at Santa Cruz. He sighted the wreckage through a hole in fog which had

hampered the search. With Major Rice as observer was Capt. Arne Hanson, squadron chaplain.

Also participating in the operation were Group 10 personnel and Squadron 46, all of Salinas, and squadrons from Modesto and Merced.

Elsewhere in California, the Bishop squadron located the wreckage of a Navy propeller-driven attack bomber which crashed into a canyon wall in Yosemite National Park on a practice mission from Moffett Naval Air Station.

Maj. Steve Lukacik, who with a Navy pilot observer sighted wreckage fragments, said the mission was the most hazardous ever flown by Bishop squadron since activation in 1954. Only one search plane could descend at a time into the deep canyon because of the nature of the terrain.

Due to weather, the wreckage

had to be respotted for ground parties the following day.

In Florida, a North Dade squadron air crew was credited with finding a Republic Seabee which went down in the Everglades, 30 miles west of Ft. Lauderdale. The body of the pilot, W. D. Shannon, Tampa, was recovered by airboat by the Broward county sheriff's department and Florida State Game and Wildlife Commission personnel. The find was made by Seniors Hollis Hall and Edward Friedman. Maj. B. T. Bower com-

manded the mission which included 20 Group 1 and 5 personnel.

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WASHINGTON — Senior members have been urged to give greater support to CAP's cadet program and to improve the aviation environment of cadet squadron meeting places.

A recent letter from national headquarters to all region commanders noted that the high attrition rate among cadets before completing the cadet course of training can be partially attributed to a lack of aviation environment and aviation materials in cadet places.

Inspection visits to cadet squadrons have revealed a general lack of aviation environment in their meeting places, the letter reported. Some meeting places did not even have aircraft pictures, let alone aviation hardware such as propellers, instruments, mock-ups and training aids to interest or inspire cadets toward aviation.

Aviation hardware and training aids are available at each wing headquarters, but commanders and

senior members connected with the cadet program must take the initiative to secure and utilize the available equipment for their cadets.

Although Air Force training films are available to CAP for training programs, many cadet units do not have projectors, the headquarters letter continued.

Projectors have been made available to each region for distribution to units. As recently as last November and December, 336 16mm sound projectors were distributed to all regions, based on membership and number of units. In addition, projectors continually are being acquired from local disposal activities.

Only through the support and interest of commanders and senior members in developing and fostering cadets' interest in aviation will the CAP cadet program be successfully accomplished, the letter concluded.



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Encampments Slated For 39 USAF Bases

(Continued from Page 1)

cadets. Each encampment group will include 150 male and 50 female cadets.

The schedule of the forthcoming encampments follow:

Northeastern Region

Connecticut Wing, Massachusetts, New Hampshire and Vermont Wings, Grenier AFB, New Hampshire, June 20 through July 3.
Maine Wing, Loring AFB, Maine, Aug. 17 through 29.
New York Wing, Mitchell AFB, New York, July 5 through 18 and Aug. 10 through 21, for two encampments.
Pennsylvania Wing, Olmstead AFB, Pennsylvania, July 25 through Aug. 10.

Middle East Region

Delaware Wing, Dover AFB, Delaware, June 20 through 28.
Maryland Wing, Andrews AFB, Maryland, June 22 through July 3.
National Capital Wing, McGuire AFB, New Jersey, June 20 through 28.
North Carolina Wing, Shaw AFB, South Carolina, July 21 through Aug. 1.
South Carolina Wing, Donaldson AFB, South Carolina, June 15 through 23.
Virginia Wing, Dover AFB, Delaware, Aug. 10 through 18.
West Virginia Wing, Olmstead AFB, Pennsylvania, June 20 through July 3.

Great Lakes Region

Illinois Wing, Wright Patterson AFB, Ohio, July 11 through 19.
Indiana Wing, Whiteman AFB, Mo., June 22 through July 3.
Kentucky Wing (jointly with Tennessee Wing), Scott AFB, Illinois, June 22 through July 4.
Michigan Wing, Selfridge AFB, Michigan, June 21 through July 3.
Ohio Wing, Wright-Patterson AFB, Ohio, Aug. 15 through 23.
Wisconsin Wing, Bakalar AFB, Ind., June 21 through 30.

Southeastern Region

Alabama Wing, Maxwell AFB, Alabama, Aug. 15 through 23.
Florida Wing, Eglin AFB, Florida, July 6 through 18.
Georgia Wing, Robins AFB, Georgia, Aug. 15 through 24.
Mississippi Wing, Keesler AFB, Mississippi, June 15 through 27.

Tennessee Wing (jointly with Kentucky Wing), Scott AFB, Illinois, June 22 through July 4.
Puerto Rico Wing, Ramey AFB, Puerto Rico, June 4 through 12.

North Central Region

Iowa Wing, Lincoln AFB, Nebraska, June 13 through 21.
Kansas Wing, Schilling AFB, Kansas, Aug. 16 through 27.
Minnesota Wing, Malmstrom AFB, Montana, June 12 through 21.
Missouri Wing, Whiteman AFB, Missouri, June 8 through 20.
Nebraska Wing, Lowry AFB, Colorado, June 15 through 26.
North and South Dakota Wings, Ellsworth, South Dakota, June 8 through 18.

Southwestern Region

Arizona Wing, Williams AFB, Arizona, June 22 through 29.
Arkansas Wing, Little Rock, Arkansas, Aug. 3 through 15.
Louisiana Wing, England AFB, Louisiana, June 20 through 28.
New Mexico Wing, Kirtland AFB, New Mexico, June 6 through 14.
Oklahoma Wing, Amarillo AFB, Texas, June 7 through 20.
Texas Wing, Sheppard AFB, Texas, Aug. 7 through 23.

Rocky Mountain Region

Colorado Wing, Lowry AFB, Colorado, Aug. 22 through 30.
Idaho and Utah Wings at Mountain Home AFB, Idaho, July 25 through Aug. 2.
Montana Wing, Malmstrom AFB, Montana, Aug. 22 through 30.
Wyoming Wing, Ellsworth AFB, South Dakota, July 25 through Aug. 2.

Pacific Region

California Wing: #1 at Beale AFB, California, Aug. 1 through 15; #2 at March AFB, California, Aug. 1 through 15; #3 at Norton AFB, California, Aug. 16 through 30, and #4, Mather AFB, California, Aug. 16 through 30.
Nevada Wing, Nellis AFB, Nevada, July 16 through 27.
Oregon Wing, Portland International Airport, Oregon, July 12 through 26.
Washington Wing, McChord AFB, Washington, July 27 through Aug. 7.
Alaska Wing, Elmendorf AFB, Alaska, Aug. 10 through 22.
Hawaii Wing, Hickam AFB, Hawaii, June 15 through 27.

Report on Bargain T-34s 'Untrue'

WASHINGTON. — Rumors with in CAP that Air Force T-34s are being sold for \$600-\$800 or are being returned to Beechcraft under a contract recapture clause were spiced this week by a Headquarters materiel spokesman.

No T-34s have been disposed of by the Department of Defense as surplus except for the eight now in possession of CAP and assigned to regions. The T-34 is a \$50,000 airplane and sale at the figures reported is not only "unrealistic" but untrue, the spokesman said.

Officials at National are concerned over the reports that "several hundred" T-34s have been "sold" at points in Florida, Texas, Arkansas, Oklahoma, and Arizona. There is also no basis for the rumor that Beechcraft gets the T-34s back under contract provisions when the aircraft become excess to the military.

At times, some of the T-34s assigned to Air Force aero clubs by major air commands become excess locally but this does not mean the aircraft are available to CAP, according to the spokesman. Frequently, such T-34s are re-assigned to other aero clubs. The spokesman emphasized these T-34s must be excess to the entire USAF Aero club program before they can be assigned to CAP.

At present, no additional T-34s are available for donation to CAP. Eventually, the spokesman estimated, more will become available. When this happens, the aircraft

will be requested immediately for assignment to the auxiliary.

The picture on replacement engines for T-34s also remains dim with none in the excess category currently available. Engine overhaul responsibility remains with

CAP organizations possessing the aircraft.

The Beechcraft T-34 is a single-engine, low-wing aircraft with tandem cockpit arrangement. It is fully instrumented both front and rear and has full radio equipment.

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Radio Coverage

FARGO, N. D.—North Dakota wing announced a total of 90 stations has been reached in the wing's radio net. The equipment includes government donated property.

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1959 Leadership, Scholarship Award Winners Selected

(Continued from Page 1)

tional Headquarters by a board, headed this year by Col. Thomas K. Hampton, USAF, Deputy for Operations on the staff of General McElroy.

The awards were established four years ago by Colonel Byrd, vice chairman of the National Executive Board of CAP. An aircraft firm executive and Dallas business leader, the colonel is one of the original members of CAP.

IMPROVEMENT of cadet and senior training in his wing, with particular emphasis on the Certificate of Proficiency program, was a factor in Colonel Hager's selection. Col. David S. Harter, Middle East Region Commander, also cited him for:

- Doubling cadet participation at summer encampments as well as increased attendance of seniors at such activities.

- Achievement in wing effectiveness tests judged by USAF evaluation teams.

A former ISO, Major Killian won his award for achievement with cadets. He has personally trained over 200 cadets since organization of the San Angelo cadet unit in mid-1951.

From this unit have come one West Point graduate, one midshipman, two participants in the IACE, and an intra-national exchange cadet. Seventeen former members have enlisted in the USAF, four have gone into the Navy, and two have signed up with the Marines.

Another of Major Killian's cadets is presently the No. 1 nominee for the USAF Academy from the San Angelo congressional district. Five others were nominees for the 1959 cadet special activities program.

Major Killian is also an observer, a search and rescue veteran, a radio operator (Eagle

Nest 42), and directed the cadet encampment at Goodfellow AFB last year.

CADET BARNHART achieved an outstanding scholastic and extra-curricular activity record in high school, holds high DeMolay posts, commanded the Group 24 cadet bivouac, is cadet squadron and group cadet commander, served as cadet commander of the Texas wing encampment, and arranged reactivation of the Group 24 cadet staff and advisory council.

He was also nominated as "Cadet of the Year" of the Texas wing. A cadet since 1956, Barnhart is competing for selection of the Air Force Academy class reporting this June. He graduates from high school this month.

Colonel Hager was scheduled to receive his check during the National Board meeting in Colorado Springs. Presentation of their awards to the other winners was not firm at presstime.

The cadets who won the General Dynamics scholarships are both honor students in their high school work and are graduating this spring.

They were selected under a program in which two full scholarships are awarded annually to high school seniors in CAP who plan to pursue careers in engineering or the allied sciences.

CADET TOMBACH is the son of Mr. and Mrs. Harold Tombach and ranks first academically among 420 seniors at Narbonne High School at Harbor City, Calif. He will major in aeronautical engineering at the California Institute of Technology. He plans a career in aeronautical research.

A CAP cadet for the last three years, the Californian also served as executive officer and adjutant of his cadet squadron. He holds a CAP Certificate of Proficiency. In 1958 a wind tunnel he constructed won him honors at the Southern California Science Fair. His father is a special agent of the Federal Bureau of Investigation.

Cadet Byrnes is the son of Mr. and Mrs. John E. Byrnes Sr. He ranks 10th academically among 160 students graduating from Nevill High School at Monroe. Byrnes will major in theoretical mathematical physics at the Massachusetts Institute of Technology and plans a career in industry.

Change of Command

PHILADELPHIA, Pa. — Maj. Henry S. Herr has turned command of nearby Ardmore's Lower Merion Squadron 903 over to 1st Lt. Martin Paskman, after serving as the unit's temporary commander since its formation 18 months ago.

Performing adjutant and operations duties with the Monroe squadron, Cadet Byrnes is also a licensed amateur radio operator and constructed his own station. In a region science fair, he won first prize in the mathematics division. His father is an aeronautical engineer physicist.

National Headquarters announced both Tombach and Byrnes are scheduled to be flown here during the week of May 11 for a three-day tour of Washington. Their agenda will include visits to government and military agencies, the Library of Congress, Smithsonian Institute, and historical monuments.

Church Conducts CAP Service

ST. ALBANS, W. Va.—Rev. Donald R. Hoyt, pastor of the First Christian Church of St. Albans and chaplain of the Nitro-St. Albans CAP squadron, recently conducted "Civil Air Patrol Sunday" services at his church.

Chaplain Hoyt and all senior members and cadets of the squadron attended the service in uniform. He prefaced his sermon with remarks explaining Civil Air Patrol to his congregation. The CAP church service was broadcast over radio station WKLC.

Upon notification of selection both 17-year-old cadets said they felt the scholarships are the "culmination of the benefits and training we have received as CAP cadets."

Their awards brought to four the number of General Dynamics has sponsored for CAP cadets to encourage further education for

qualified youth in science or engineering. The seven divisions of the firm are engaged in nuclear energy applications; manufacture of military and commercial aircraft; guided missiles; atomic-powered submarines; electronic, telephone and sound equipment; electric motors; and carbon dioxide and other compressed gases.

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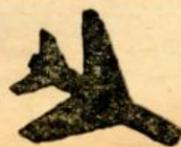
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Sidney Squadron Runs Ice Patrol

SIDNEY, Mont. — A new CAP public service mission—ice patrol of the jammed Yellowstone and Missouri rivers—has been logged by pilots of the Sidney squadron.

Working with the Richland county sheriff's office, the CAP pilots were credited with holding property losses to a minimum and warning residents when to leave. Danger points were spotted along a 60-mile area by Clayton Worst, Don Baker, Jack Knoop, Homer Gorder, Ted Sorenson, and Dick Robertson.

Squadron Commander John Burns and Sheriff Sam Childers directed the reconnaissance operations.



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Letters to the Editor

(Continued from Page 4)

rons creating the proper local tools for the job, and how they are keeping these tools SHARP.

MAJ. F. W. PARMENTER
Sea Operations Officer
Penninsula Gp. 2, Calif.
Wing

High Praise

WASHINGTON — Congratulations on your new national CAP publication! I think it is an outstanding job. I have read both issues and find them in excellent taste and very informative. Keep up the good work. Again, congratulations on an outstanding job.

LUCAS V. BEAU
Maj. Gen., USAF (Ret)

(General Beau is a former National Commander of CAP.—Ed)

Likes the Paper

PHILADELPHIA — Have just received the second issue of CAP TIMES, and must compliment you on the excellent manner in which you present Civil Air Patrol activities.

For the past 18 years I have hoped we would have a true CAP paper which would reflect the service our members perform for our youth and our country.

At last we have an organ which reports in proper fashion the work that is being done by and for our organization.

Maj. JOHN H. HILL
Penna. Encampment
Commander

promoted our cadet training activities to a high degree.

1953-55. My father is in the Air Force.

There was little to do there then, and I would really have enjoyed the CAP cadet program. I have since become a member.

Since many cadets are dependents of military personnel, and often must discontinue their CAP training when their parents are transferred overseas, it would probably help increase the number of Certificates of Proficiency awarded if more cadets could remain in the program.

I plan to join the Air Force myself next fall, and if I'm transferred overseas, as I probably will be, I would like to be able to continue at least some CAP activities.

The program would have to be restricted for many years; however, I'm sure it would be a benefit to everyone if even a restricted senior and cadet program could be initiated.

CADET FRANK SHELTON
Squadron 11, Gp. 1

(By law, the Civil Air Patrol must confine its area of operation to the territorial limits of the United States and Puerto Rico; therefore, chartering CAP units even at US military installations overseas would be ruled out.—Ed.)

Wants Regs

PHILADELPHIA — CAP TIMES fills a void! Suggest that in addition to the Personnel Orders you include regulations and manual changes (True it is taken care of in the Weekly Bulletins but the TIMES has wider distribution.)

MAJ. HENRY S. HERR
Commander, Franklin
Institute Sq.

ence that contacts afforded under the system whereby cadets were chosen from various states is a much more realistic practice than the new program.

Would appreciate hearing the views on this subject from other members of former International Drill Teams, because I think many of them hold similar opinions to mine.

CADET LEROY LACELLE
Member, Internat'l Drill
Team 1958
Romulus Sq.

(The "present order" was a command decision and is contained in par. 4b of CAP Letter 30-2, dated March 6, 1959. Economy of time, movement and cost were deciding factors. Ed.)

Kind Words

OREGON — Bravo for offering CAP TIMES to cadets at 50 cents a year. The youngsters need this as much as we seniors. It's pretty tough for a cadet, way off in far places, to get the spirit of the activity of CAP with only four or five other cadets and a few seniors to talk to, (and there are places like that).

I'll do my best to persuade our Wing Headquarters to see to it that every cadet in this wing receives his copy some way.

Capt. DOROTHY M. SWAIN
Training Officer
Hq. Sqdn., Oregon Wing

ORANGEBURG, S. C. — Can't

begin to express my joy that Army Times Publishing Co. is now publishing CAP TIMES, thereby assuring Civil Air Patrol the same unexcelled, special interest news coverage the regular military services have enjoyed for so many years.

Capt. G. HENRY BARNWELL
Ground Rescue Officer
South Carolina Wing

Papers for Cadets

MILWAUKEE — Senior staff officers of Milwaukee Composite Squadron 1 have decided to include a one year subscription to CAP TIMES with the membership of EVERY CADET in the squadron. This is being done because the officers feel that each cadet who reads the paper, will gain a greater knowledge of the overall view of CAP operations. It will also serve as an extension of recruiting material being taken into the schools.

The seniors here believe they are the first in the Wisconsin Wing to start this 100% program, but hope the rest of the wing will follow suit.

VAL HOWARD

FAA Survey Credit

ORANGE, Tex. — The first issue of CAP TIMES carried a story on page one entitled "Seniors, Cadets Survey Private Pilots for FAA." In the second paragraph of column four on page 12, you stated that members of the Beaumont

Communications

WASHINGTON. — Communications is now a separate staff agency

Safety-Conscious Reader



LEXINGTON PARK, Md. — Someone should inform Maj. Henry S. Herr, commander Franklin Institute Squadron, of CAP regulations which require use of chocks while starting a plane, (as shown in photo in March issue—Ed.) Note enclosed photo of plane, wheels chocked, which shows Lt. Billie McDonald, assistant operations and training officer, St. Mary's Squadron, using proper procedures. —ALAN G. BINGMAN.

at all CAP levels of command in the field, according to National Headquarters. The move gives commanders immediate control over their communications and provides communicators direct access to their commanders.

and Port Arthur squadrons performed all this work. Let me make some corrections to the information submitted to you.

The Orange Composite squadron participated to the fullest in this endeavor and placed more senior members in service at Jefferson County airport than either of the other two squadrons. The original setup was to have been two-hour shifts, but members of the other two squadrons didn't show up and some of my people had to work four, six, and eight-hour . . . unrelieved . . . shifts.

It is a difficult task to perform many of the jobs required by CAP but omissions such as this certain-

ly won't make my task of getting help the next time any easier.

Capt. ED LOVELACE
Commander

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Units Overseas

DENVER, Colo. — What is the possibility of setting up CAP units at US Military Bases overseas?

As a military dependent, I was in France and Germany from

Drill Team Rules

ROMULUS, Mich. — Recommend the present order be rescinded that says all members of the International Drill Team will be from the same state.

It has been my personal experi-

North Penn Unit Readies Hoser Flight

NORRISTOWN, Penna. — Airmen from all parts of Eastern United States have been invited to the fifth annual C. R. Hoser Memorial Proficiency Flight, sponsored by North Penn Squadron 904, commanded by Capt. Kenneth Hoser.

The flight will be held at Wings Field, Ambler, Penna., Sunday, June 7th, with June 14th as the rain date.

A memorial trophy will be awarded to the CAP pilot finishing first in the flight. The award is named after C. R. Hoser, father of the present squadron commander. Mr. Hoser was killed while on a CAP patrol mission. Other Prizes, totaling more than \$1000, will be awarded navigators and pilots of other winning planes.

Last year over 75 planes participated and advance registrations indicate that well over 100 planes will be in this year's contest.

Commercially certified stock model aircraft with not more than 300 HP., manufactured after Jan. 1, 1940, and capable of carrying at least a pilot and navigator, will be required to fly the 200 mile course with an optimum use of time, wind, cruising conditions and precise navigation. Planes will be handicapped according to size.

A fly-in breakfast will be served by Montgomery County Airborne Hospital Squadron 905.

Active Interest in Training Urged for Seniors

(Continued from Page 1)

Nevada parley and Colorado Springs.

Discussing the role of Continental Air Command which now has jurisdiction over military and civilian liaison personnel assisting CAP, the general reviewed recent briefings for ConAC personnel on the auxiliary's missions and overall program.

"The commanders and members of these ConAC commands and the Air Reserve centers are anxious to offer assistance," he said. "ConAC and the USAF are well aware of the missions of CAP and it is extremely important that each and every member of CAP becomes fully informed."

ilities occur — air support for Civil Defense, emergency medical and other assistance to stricken areas, plotting radioactive areas, performing courier service, and providing mobile communications.

The CAP commander also paid tribute to his predecessor, Maj. Gen. Walter R. Agee. General McElroy expressed pride in his new assignment, declaring that "I feel I have the finest assignment in the U.S. Air Force."

In other conference activity, delegates:

- Saw the CAP Exceptional Service Award presented to Col. Paul W. Turner, Regional Commander, for contributions to the organization in regional command posts, as national comptroller, chairman of the national publications committee, and a member of

the national finance committee. Citation for the award was read by Col. Harry B. Dyer, deputy regional commander.

- Attended ceremonies at which Alabama Wing was presented the Harry B. Dyer Flying Safety Award and Tennessee Wing received a trophy for the outstanding ISO program in the region. Trophy for the latter was donated by the Chattanooga Women Flyers Association in 1956.
- Heard during the three-day program, speeches by Maj. Gen. John W. Persons, USAF, Commander of the Fourteenth Air Force at Robins AFB, Ga.; Col. Joseph F. Moody, commander of Florida Wing; and Maj. Hal J. Basham, Chief of Candidate Advisory Service at the Air Force Academy.
- Saw two new films — "School

of the Sky," the new Air Force Academy movie shot at the Colorado Springs site, and "Needle in the Sky." The latter is the latest CAP documentary film portraying the auxiliary's participation in "Operation Moonwatch," and the role of CAP communications in transmitting satellite prediction data in the International Geophysical Year program.

CONFEREES also heard the general outline CAP's job if hos-

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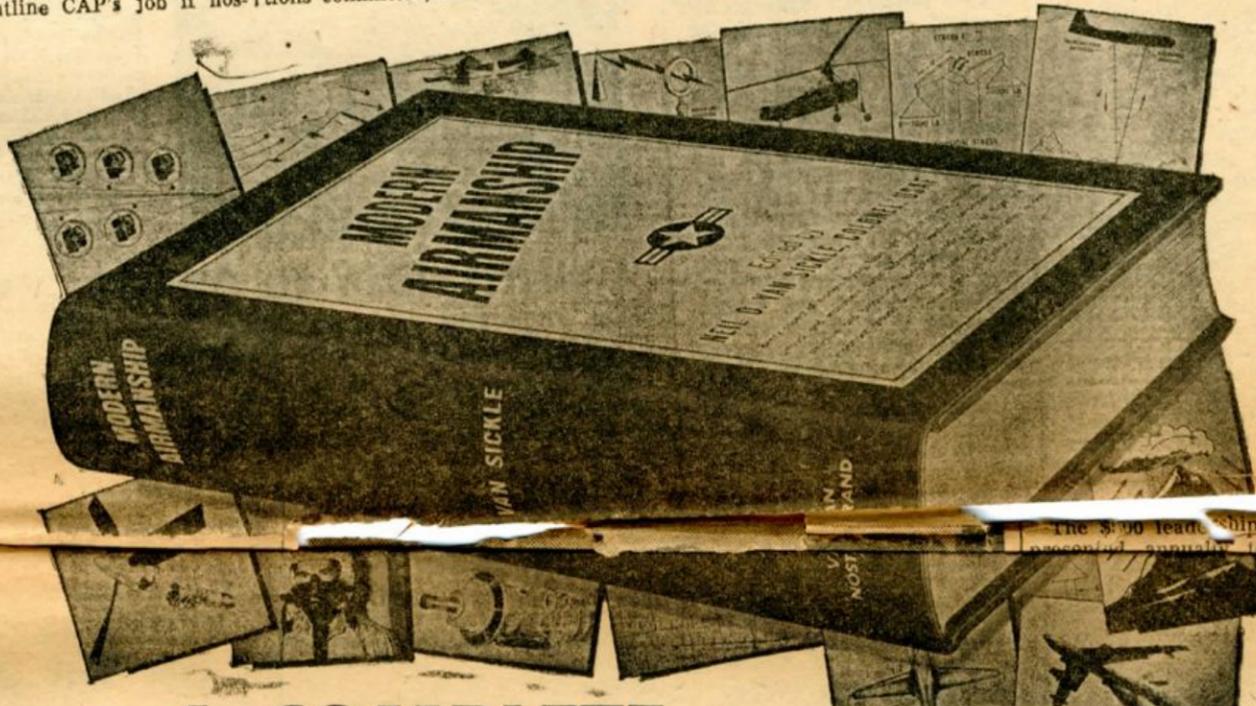
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N.J. Squadron Gets New Site

NEWARK, N.J.—Capt. Paul Doto, Newark Composite Squadron commander, has announced the location of the squadron's flight base operations at Somerset Hills airport in Basking Ridge.

Office facilities and field accommodations for CAP aircraft at the new site were donated by Rickliffe Decker, owner of a flying service, and Harry Calvin, owner of the airport.



A COMPLETE AVIATION LIBRARY In One Giant 862-Page Volume

Every aspect of modern aviation is covered in this new, illustrated handbook based on official U. S. Air Force teaching methods. Air Force magazine calls it "An Airman's Bible." Flying says it "Stands head and shoulders above anything of its kind... useful to all from the basic CAP Cadet and private student to the airport manager and professional pilot."

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AVIATION SERVICE PORT CREDIT ONTARIO

Announcing the NEW OFFICIAL CAP Aircraft Transceivers

COVERS BOTH CAP AND CIVIL AVIATION BANDS

CAP pilots can now radio their headquarters and other CAP planes or jeeps for distances up to 70 miles away. The same radio also covers all Civil Aviation Frequencies as well.

The new Nova-Tech TR-102/CAP is the all-purpose VHF transceiver whose development has been a major project of the Rocky Mountain Region Headquarters of the Civil Air Patrol. The Communications Staff established the specifications, and visited the California plant of Nova-Tech, Inc., to set up testing and production of this airborne VHF system.

After extensive tests under field conditions to determine its suitability, the TR-102/CAP was approved by the National Commander's Communications Committee. This Committee also voted unanimously to recommend the use of the CAP airborne communications set to all Civil Air Patrol units.

With the TR-102/CAP installed in his plane, the CAP pilot can communicate with other Civil Air Patrol planes and mobile units. This transceiver closes the gap which is now the weakest link in the entire CAP communications system. "The Civil Air Patrol asked us to manufacture this dual purpose transceiver to bridge this communications gap," said Nova-Tech President, Sidney Held, "and the availability of this radio is even more welcomed by

CAP pilots who realize that FAA rulings will soon make VHF mandatory in all planes."

Held also added that Budget Terms are presently available so that all CAP pilots can immediately equip their planes with this dual purpose VHF.

Highly Praised In All Testing

The Nova-Tech TR-102/CAP received official praise at the conclusion of extensive field testing. WEEKLY BULLETIN NO. 23 from CAP Headquarters in Washington states that "The unit proved very successful during the demonstration at the National Commander's Communications Committee meeting."

Another official CAP report states that "... our new CAA-CAP units are small in size, very light weight and well suited to our Search and Rescue needs for light planes, without shielded ignition systems. Through the ingenious use of reflex tube circuits, multiple purpose tubes and the use of the same tubes for transmission and reception, this CAA-CAP unit is very efficient, small and inexpensive. The development



THE TR-102/CAP is the new official CAP aircraft radio. The smaller unit is the CAP Transmitter, which also covers the 2 meter Ham Band. Upper unit is 23 channel FAA transmitter and wide-band receiver covering both FAA and CAP bands. Features Whistle-Stop Tuning.

COMPLETE-READY TO OPERATE - \$330

The TR-102/CAP is shipped complete and ready to operate. It consists of:

DUAL TRANSCEIVER—a 23 channel VHF transmitter for FAA operation combined with a wide-band VHF receiver that covers both FAA and CAP frequencies. Mounting dimensions 5 1/4 x 3 3/4, weight 3 1/2 lbs.

CAP TRANSMITTER—transmits on both CAP Channel 6 (143.91) and Channel 7 (148.14)—as well as all 2-meter Ham frequencies. Mounting dimensions 4 1/4 x 2 7/8, weight 1/2 lb.

WHISTLE-STOP TUNING—positive crystal-calibrated tuning to the exact frequency you wish to receive on.

HIGH-POWER CRYSTALS—system comes with FAA Tower 122.5, Emergency 121.5, and Civil Air Patrol 148.14.

POWER SUPPLY. The TR-102/CAP Communications System also includes VHF whip antenna, CAP whip antenna, all interconnecting cables, complete instruction manual and installation directions, and full factory Warranty.

Easy to install, the CAP radio comes to you complete and ready to operate. Just connect to your aircraft battery and you are on the air.

Optional Accessories

Plug-in Intercom—designed for tandem cockpit operation, also allows passenger to transmit in emergency conditions. Available from stock, price \$20.

Nova-Tech OMNI—connects to CAP radio and provides pin-point accuracy in navigation. Scheduled for Summer production, will be priced between \$150 and \$200.

Approved by Officials

By unanimous vote of the National Commander's Communications Committee, the new CAP radio, TR-102/CAP, received the Official Civil Air Patrol Approval. In addition, every member of the Committee voted to recommend the use of the radio throughout the CAP for airborne communications. In accordance with instructions from National Headquarters, the Official CAP emblem will be affixed to each unit.

Spectacular Performance

225 mile ranges, plane-to-plane, were reported during the Official Flight Test. The tests were conducted in the Rocky Mountain Region's C-45. The maximum air-to-ground contacts were reported to be 125 miles. Every member of the flight test crew stated that the audio of the new CAP radio sounded better than the ARC-3.

Limited Production Slated

The present \$330 price of this equipment will not be increased for the duration of the present production run. When the backlog is filled production will be moved to the Model Shop. This will require a price increase; therefore, it is advised that all CAP pilots place their orders now.

Tax Deductible

The entire cost of the CAP radio can be deducted on the Federal Income Tax reports.

This tax deduction applies even though the CAP pilot uses the Nova-Tech Budget Plan to purchase the equipment.

of prominent judges from entries

QUARTER MILLION DOLLARS

NOVA-TECH EQUIPMENT SHIPPED IN 1958

More than \$250,000 worth of aircraft radio equipment was shipped in 1958 according to figures recently released by Nova-Tech. Shipments were made to all parts of the globe, ranging from Iceland to Addis Ababa to Chile. All sales were mail-order, direct to user.

OMNI ATTACHMENT DUE

Sales for 1959 are expected to exceed \$500,000.00, largely as the result of the Nova-Tech OMNI, soon to be released for production. Nova-Tech expects to sell 2,000 OMNI attachments at about \$150 to \$200 each. The OMNI will easily connect to all existing Nova-Tech aircraft radios—including the TR-102/CAP. This unit will provide the pilot with the pin-point accuracy so necessary in cross-country navigation.

Other, Capt. Joe Air Patrol

of this unit represents a new achievement for such design in the United States."

Sold Only By Manufacturer

NO DEALERS — NO DISTRIBUTORS

The TR-102/CAP is designed exclusively for the Civil Air Patrol. It is available only from the manufacturer, Nova-Tech Inc. No dealers or distributors will be established, since the price to the CAP pilot has been held to such a low figure that there is no room for middlemen profits.

"Distributors need 30% to 40% in order to operate," stated Sidney Held, president of Nova-Tech. "This would require a selling price of more than \$500. The present low price of \$330 can be maintained only as long as the factory-direct sales policy is followed."

ORDER BLANK

IRON-CLAD MONEY

If you are not completely delighted with your TR-102/CAP radio... If you are not completely satisfied for any reason, then return your radio to the factory within 10 days and we will immediately airmail a complete refund to you.



FITS IN ANY PLANE

BACK GUARANTEE—NO QUESTIONS ASKED

NOVA-TECH, INC., 1721 Sepulveda Blvd. Manhattan Beach, California

Please ship my complete CAP radio — the TR-102/CAP — at \$330 with 10 DAY RETURN PRIVILEGE. System includes power supply, antennas, and all interconnecting cables. It also includes 3 high-power crystals: 122.5 Tower, 121.5 Emergency, and 148.14 CAP Channel 7.

Please install these additional crystals at \$10 each:

- | | | |
|---|---------------------------------------|--|
| <input type="checkbox"/> Ground Control 121.7 | <input type="checkbox"/> Tower 122.6 | <input type="checkbox"/> UNICOM 123.0 |
| <input type="checkbox"/> Ground Control 121.9 | <input type="checkbox"/> Tower 122.7 | <input type="checkbox"/> FAA Radio 122.1 |
| <input type="checkbox"/> CAP Channel Six 143.91 | <input type="checkbox"/> UNICOM 122.8 | <input type="checkbox"/> FAA Radio 122.3 |

Ham crystals, Military frequencies, etc. _____

- | | |
|--|---|
| <input type="checkbox"/> 12 Volt Operation | <input type="checkbox"/> 6 Volt Operation |
| <input type="checkbox"/> I Enclose \$..... | <input type="checkbox"/> Send C.O.D. |
| <input type="checkbox"/> Budget Plan. Enclosed is \$45. First Payment. Ship Immediately. | |
| <input type="checkbox"/> Enter my order, but don't ship now. Send Budget Plan details. | |

Name

Address

City, State

CAP Squadron

YOUR QUESTIONS ANSWERED ON THE NEW C.A.P. RADIO

- Q. Do I need a generator in my plane?**
A. No. All you need is a storage battery. You get 15 to 30 hours of radio operation before recharging is necessary.
- Q. Is it easy to install?**
A. Very easy. We give you all the cables ready to plug in. Just connect to the battery and you're on the air.
- Q. Will it give good performance in a fabric plane?**
A. Yes.
- Q. Must I shield my ignition system?**
A. No. All other VHF sets need complete ignition shielding, but the TR-102/CAP has built-in filters which allow

good operation without expensive modifications to your plane.

- Q. How far can I transmit?**
A. It depends on your altitude—at 10,000 feet more than 100 miles. At 4,000 feet more than 60 miles.
- Q. How many crystals do I get on the General Aviation frequencies?**
A. Two come with the set, 121.5 Emergency and 122.5 Tower. Additional crystals are \$10 each. The TR-102/CAP will accommodate up to 23 General Aviation crystals.
- Q. How many CAP crystals do I get?**
A. The Channel 7 crystal (148.14) comes with the set. Channel 6 crystal (143.91) is optional at \$10 extra.
- Q. Will it cover the 2 meter Ham Band also?**
A. Yes. The receiver tunes the entire band. We can install up to 21 Ham crystals at \$10 each, or you can easily install them yourself.
- Q. Is this set tried and proven?**
A. Absolutely. More than a year of careful design has resulted in the most reliable and rugged light plane radio in the world.
- Q. Why should I order the TR-102/CAP now?**
A. There are only a few thousand CAP planes. We can keep the price at \$330 only while mass production is maintained. When the present backlog is completed, production will be moved to the Model Shop and the price will have to go up.
- Q. Is the set guaranteed?**
A. There is no better, no stronger guarantee made. You get an iron-clad money back guarantee — with no questions asked.

BUDGET PLAN

Available for Limited Time

"A first payment of \$45 will deliver the CAP radio system to CAP pilots," said Nova-Tech President Sidney Held.

"We can extend the monthly payments up to 12 or even 18 months, at the member's option."

The plan was requested by CAP officials as a convenience to those members who would not ordinarily wish to make expenditures at this time. "However," stated Held, "Budget sales can be continued only for a short time, so all members who wish to take advantage of monthly payments will have to get their orders in soon."

The pilot is requested to forward \$45 with his order, and his payments can be as low as \$15 a month. "No collateral is required," added Held. "The pilot's signature is sufficient for us to make immediate delivery."